

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXIII., No. 31.]

SATURDAY, AUGUST 4, 1877.

[WHOLE No. 2,154, VOL. L.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

A Strike at Strikes.....	965
How to Prevent Machine Belts from Slipping.....	965
Rutland Railroad.....	966
Repairs and Renewals of Locomotives.....	967
Printing National Securities.....	967
First & Prybil's Wood-Working Machinery.....	967
Steam on City Railroads.....	968
Balancing Emery Wheels.....	969
The Improved Niagara Steam Pump.....	969
Railroad Earnings.....	971
Federal and State Securities.....	972
Railroad Bond and Share Lists.....	973, 982
Financial and Commercial Affairs.....	989
Foreign Anthracite Coal.....	991
Mt. Washington Railway.....	992
Kings County Central Railroad.....	992
Commerce of the United States.....	992
Redemption of Five-Twenty Bonds.....	992
Railroad and Canal Dividend Statement.....	993
Midwont, Amersfort and Coney Island R. R.....	994
Railroad Competition.....	994
Costa Rica Railroad.....	994

American Railroad Journal.

New York, Saturday, August 4, 1877.

A Strike at Strikes.

In no country does the mechanic hold a better position than in this; and, what is more, there is no country which grants him higher or more useful privileges. When we glance at our manufactories we see, for the most part, capital judiciously invested and labor rightfully directed. We see improvement in man's condition as a social being, progress in intelligence, advancement in skill, and a higher æsthetic culture. In a word, industry meets with its just reward, and well directed enterprise with corresponding success. We see the mechanic free to speak, act, invent and construct, to move forward in his industrial career, spurred on by incentives that can only be found in the body of a free people.

The strikes that have recently occurred, we are unwilling to believe originated from the in-

stigation, and with the connivance, of skillful, intelligent, industrious mechanics. Knowledge is power, ignorance is weakness, and if among the thousands who recently formed unruly mobs and riotous gangs there were intelligent, sober, hard working and faithful mechanics, then those men lowered their dignity and acted contrary to their natural intelligence and reason; they exhibited willful stupidity which the public may well deplore and condemn. The duties of conductors, engineers, firemen, brakemen, bridge-tenders and switchmen, all demand honesty, intelligence, watchfulness, sobriety and faithfulness. Incapable or dissatisfied men have no business to hold any responsible positions. Public safety demands their removal, and to the credit of our railroad companies be it said that incompetency in any department is seldom if ever tolerated when discovered. But strikes have not been confined to railroad employes; masons, painters, carpenters, machinists and other tradesmen have from time to time had their grievances, real or imaginary, and have undertaken, by cessation of work, to compel, if possible, compliance with their demands. The results in nearly all cases prove more or less injurious to the strikers.

That mechanics and workmen of every class have their rights no one will deny; that they are occasionally imposed upon and subjected to the caprice or avarice of unprincipled employers, are facts of which there is too often abundant evidence. But strikes are repulsive, unsettling, demoralizing, disorganizing; they generate bad temper, ill feeling, distrust and revenge; whatever the grievance, attended with or without exhibitions of violence, they are contrary to public sentiment, damaging to the participants, and paralyzing to industrial enterprise. On the other hand we have a word for employers. Let respect for labor be cultivated, let encouragement be given to all branches of education, facilities to free institutions, and opportunities for mental improvement; and, further, let skill and faithful ser-

vices be recognized and rewarded by just compensation.

If the workman, by thought and attention, aims at higher degrees of excellence, the employer certainly has every reason to aid him in his advancement. We consider it as obligatory on the part of employers to compensate and encourage their workmen, as it is for workmen to strive after excellence and to be faithful in the performance of their duty.

How to Prevent Machine Belts from Slipping.

Those who have experience with machinery know the inconvenience frequently resulting from belts slipping on their pulleys. In some cases this occurrence causes more damage and trouble than many would suppose. We remember of a case in Boston, Mass., where several expedients were tried to keep the engine driving belt, which was over 12 inches wide, from slipping, and rosin, chalk, and other ingredients were freely used to "make the belt hug the pulley;" every time, however, the belt slipped it caused flaws in the manufactured article. When a belt slips the presumption is, that the belt is either too narrow or too loose; any belt that has more work to do than there is friction between the belt and pulley, must slip; and as that friction is the result of pressure of the belt upon the pulley, to increase the friction the belt is tightened. If the belt still slips, then the belt is overloaded. Visit one of our extensive factories at Cohoes, N. Y., Lowell, or Lawrence, Mass., and note the enormous amount of belting in motion, driving hackling, carding, roving and spinning machinery. Should this belting slip by being too loose, it has to be immediately "taken up" and tightened; if all of the belting or any portion of it is over tight, then friction on the bearings is increased, the shafts are unduly and unequally strained and will soon "get out of line." Again, when there is too much looseness the belts will slip and are liable to run off the surfaces altogether. There is a certain

medium to be attained between tightness and slackness; and those in charge of machinery should be able to distinguish it. The common practice of putting upon a slipping belt sticky substances—as resin, tar, molasses, etc., often makes the remedy in the end worse than the evil; for this, while it makes the belt hold upon the pulley by the adhesiveness of the material, must result in a loss of just so much power as is required to separate the belt and pulley, which is often as much as is gained by the sticking of the belt.

A test made with a dynamometer by John W. Sutton, an experienced engineer, at 95 Liberty Street in this city showed the following result: A five-inch belt, running about 1,000 feet per minute, driving circular saws, etc., would transmit just 5-horse power without slipping. When more work was put on, even $\frac{1}{4}$ of 1-horse power, the belt would slip, and the dynamometer showed that the belt, while slipping, would transmit only $3\frac{1}{4}$ -horse power. As soon as enough work was thrown off so that the belt could take again, work could be put on up to 5-horse power without slipping. This was tried over and over again, with the same results each time.

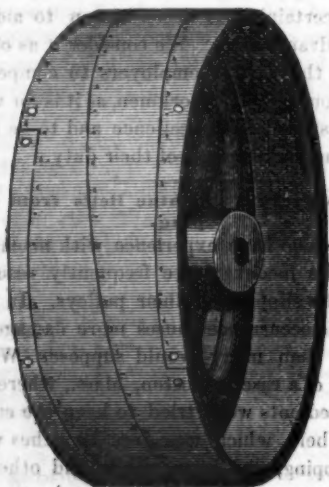


Fig. 1.—SHOWING THE MANNER OF COVERING A PULLEY. PATENTED JULY 13TH, 1877.

Every belt in good order drives, and is driven, by the friction between the surface of the pulley and itself, and by nothing else. This friction is due, first, to the pressure (tightness



Fig. 2.

of the belt), and, second, the quality of the surfaces of the belt and pulley. A soft, pliable, elastic surfaced belt will do more work than a hard, dry one; and a soft, elastic sur-

facd pulley will do more work than a hard

one. The best material for the surface of a pulley is pure rubber; but as pure rubber does not wear well, and has not body enough by itself, canvas is introduced to give it strength to resist the pull of the belt and the wear, and still have the surface elasticity to give the great frictional resistance to slip, that is necessary to do the work. This cover is made with alternate layers of the best elastic rubber and canvas—four layers of rubber and three of canvas. The canvas is cut straight, so as to give it the greatest strength with the least material. The cover is made from two to six inches wide; on one edge is a lip of one ply of canvas one-half inch wide; and on the other a rebate that the lip will fill when the cover is wound spirally around the pulley. This lip and rebate is to join the cover together across the face of the pulley by cementing and driving small copper nails through them both, that clinch when the points touch the face of the pulley, so that the cover is as a whole one. One end of the cover is riveted to the pulley, and wound spirally on until the whole face is covered, and the other end is riveted as can be seen in the cut Fig. 1.

The cover is not like rubber belting, as that is made as firm as possible, without any elasticity, while this is made with as much surface elasticity as possible.

This cover is warranted to transmit one hundred per cent more power than a plain pulley; that is, it will do twice as much work before the belt will slip.

One pound will cover 6×12 inches of surface, equal to 72 square inches.

We saw a test made to show the difference in the amount of friction with a covered and uncovered pulley. A six inch diameter pulley with a one inch leather belt, one end of which was fastened to the floor and the other end with a four lb. weight attached, was hung over the pulley. The belt between the floor and the pulley had a spring balance attached to show the exact amount of pull on the belt. The pulley was revolved so that the belt slipped and the pull on the belt, as shown by the spring balance, was six lbs. The belt was then put on a covered pulley of the same size and revolved, and the spring balance showed 24 lbs. as the friction, fully four times what was shown by the uncovered pulley. So the claim that a pulley covered with this cover will do 100 per cent more work is no idle boast, but an actual fact.

Further information may be had from Mr. Sutton whose address is given above.

The contract has been let to build the southern end of the Hamilton and Northwestern (Ca.) Railway to Port Dover, on Lake Erie, a distance of eight miles, to be completed during the present year. The contract to build the northern portion of the branch line from Clarksville to Glencairn has been completed, and the grading has to be finished, a distance of twenty miles between those points, by the fifteenth of October,

The track is now laid about seven miles north of Georgetown, and the contractors expect to have the line completed to Barrie by the first of October.

Rutland Railroad.

At the annual meeting of the stockholders of the Rutland Railroad Company, held at Rutland, Vt., on the 26th ult., Hon. John B. Page read the annual report of the financial condition of the corporation as follows:

BALANCE SHEET, July 1, 1877.

Capital stock.....	\$2,480,600 00
Preferred capital stock.....	3,148,500 00
Bonds, mortgage, equipment.....	1,000,000 00
Dividend scrip outstanding.....	248,181 68
Coupons unpaid.....	3,647 00
Rents.....	24,000 00
Bills payable, bills receivable and cash.....	250,768 06
Bonds, first mortgage.....	1,500,000 00
	\$9,650,646 74
Construction account.....	\$9,078,120 87
Real estate.....	115,925 87
Addison Railroad stock.....	218,100 00
Mortgage bonds on hand.....	232,000 00
Rent due and unpaid.....	11,500 00

\$9,650,646 74

The rent for the Rutland and leased roads for the year has been paid, except the rent of the Vermont Valley road, which rent was paid up to October, 1876, when by the decree of the United States Court we were no longer entitled to receive the same. The receipts for the year ending July, 1877, were:

For rent of the road.....	\$330,000 00
For rent of real estate.....	1,894 00
For interest in receivables.....	12,586 00
Total.....	\$344,480 00

The disbursements were:

For coupons paid.....	\$75,000 00
For coupons paid on mortgage bonds.....	101,840 00
For interest account.....	25,335 81
For bonds paid Rutland and Burlington first mortgage.....	3,100 00
For rents paid on leased roads.....	77,500 00
For legal services paid during the year.....	3,489 21
For salaries of President, Treasurer and clerks.....	9,600 00
For advertising, postage, stationery, telegraphing and official expenses.....	738 86
For floating debt, paid.....	45,000 00
Balance cash on hand.....	2,876 90
Total.....	\$344,480 78

The auditing committee appointed for that purpose have examined the treasurer's books and vouchers, and their certificate is appended.

Respectfully submitted by order of the directors,
JOHN B. PAGE, President.

July 25, 1877.

The auditors, Messrs. J. H. Williams and N. Kellogg, certified to this examination of the vouchers and the correctness of the statement.

The above report having been submitted to the directors at a meeting held in the morning, was presented with their concurrence and by their order.

On motion of Mr. George W. Gill of Worcester, the report was accepted and ordered on file. The President announced as the next business the election of directors for the ensuing year and appointed as tellers J. Mason Everett of Boston, J. M. Hoven of Rutland and J. A. Goodwin of Lowell.

Pending the vote a stockholder inquired as to the number of shares of stock held by the directors. The President replied that they held in all 17,148 shares, each holding from 1000 to 1700, one owning over 9000.

While the count was being made the President

presented and read the modification of the contract between the Rutland and Addison Railroad Companies for the lease of the latter road to the Rutland Railroad Company, the modification being a reduction of the rent for the Addison road from 7 per cent. upon its capital stock to 3 per cent per annum.

Gen. J. S. Whitney explained to the stockholders the effect of the reduction of rent from \$35,000 to \$15,000 per year, saying that the President was altogether too modest in the matter, and that the stockholders should understand that they owe the negotiation and the benefit of this new contract to him, Mr. Hickok and one other director. He stated that the arrangement was forced upon them by the refusal of the Courts of the State to do them justice and compel the lessees either to pay the rent promised or surrender the road.

On the motion of Mr. Gill, the action of the Board in the matter of the Addison lease was ratified and confirmed.

The President further explained the details of the transaction, showing that the claim of \$102,000 received from the Central Vermont in the settlement of a year ago was virtually a cash benefit to that amount.

J. Mason Everett, for the tellers, reported the whole number of votes as 25,042. Jacob Edwards of Boston had 25,042, Peter Butler of Boston 24,458, Edward A. Birchard of Boston 25,032, James H. Williams of Bellows Falls 25,042, William Schier of Boston 24,366, John B. Page of Rutland 24,960, James W. Hickok of Burlington 25,042, James S. Whitney of Boston 24,366, John Prout of Rutland 25,042, and they were declared elected.

The President explained to the stockholders the suit now pending at St. Albans, stating that the interests of this company were being probated there, and in case the sale desired by the Central Vermont managers should be made, it could in no case injure this company or their future prospects. No further business coming before the meeting it was duly adjourned *sine die*.

At a meeting of the directors held upon the adjournment of the stockholders' meeting, the Board organized by the election of Hon. John B. Page, President, the other officers holding over. The directors elected as a finance committee Messrs. John B. Page, J. Edwards and C. W. Hickok.

Repairs and Renewals of Locomotives.

At the sixth ordinary meeting of the session 1876-77 of the Institution of Civil Engineers, Mr. George Robert Stephenson, the President, in the chair, a paper was read on "The Repairs and Renewals of Locomotives," by Mr. A. McDonnell, M. Inst. C. E. It was stated that the cost of the repairs and renewals of locomotives, when kept in efficient order, depended chiefly on the age of the engines. The average cost on six of the principal railways, from 1868 to the end of 1875, was nearly 8.16d. per train mile, of which about 1.56d. was for wages, and about 1.60d. for materials. A minute analysis of the cost on the Great Southern and Western Railway of Ireland was given for the ten years ending December, 1875. The work repairs was applied to all existing engines, and renewals to engines rebuilt to replace old ones. Three types of engines had been designed:—Class 1, for express trains; Class 2, a light passenger engine; and Class 3, a coupled goods engine. The leading dimensions of these engines were shown in the annexed table:

	Class 1.	Class 2.	Class 3.
Diameter of cylinder	17 inches.	16 inches.	17 inches.
Length of stroke	22 "	20 "	24 "
Diameter of wheel	6ft. 6in.	5ft. 8in.	5ft. 1in.
Number of tubes	185	175	185
Tube surface	885 sq. ft.	774 sq. ft.	865 sq. ft.
Fire box surface	86 "	884 "	1014 "
Grate area	174 "	16 "	174 "

The general results of the working of each class of engine was given for the year 1875. Class 1 took an average load of about 8.5 carriages, and a maximum load of 21 carriages, at a speed of

from 30 to 38 miles an hour, with a consumption of 23.84 lbs. of coal per engine mile. The net cost of repairs (shop expenses included) was .986d. per mile, from the time the engine commenced running, and the engines had run an average distance of 48,748 miles in the intervals between general repairs. Class 2 took an average load of about 7 carriages and a maximum load of 25 carriages, at speeds varying from 28 to 32 miles an hour, with a consumption of 23.36 lbs. of coal per engine mile. The net cost of repairs had been .809d. per mile, and the average mileage had been 54,635 in the intervals between general repairs. Class 3 took an average load of about thirty wagons, and a maximum load of fifty-four wagons at eighteen miles an hour, with a consumption of 37.61 lbs. of coal. The net cost for repairs had been .900d. per mile, and an average distance of 44,232 miles per engine had been run in the intervals between general repairs.

The net cost of building one of each of these engines was given in detail, with the weight and cost per ton of the chief materials used. The total cost of each had been—Class 1, £1,870 13s. 6d.; Class 2, £1,668; 1s. 3d.; and Class 3, £1,943 0s. 6d.. The weights in materials used respectively in one of each class were 727 cwt. 1 qr. 64 lbs., 618 cwt. 3 qrs. 20 lbs., and 694 cwt. 2 qrs. 64 lbs.

Of the materials employed in the repairs, without including the renewals, the most costly had been springs and fire bars, particularly on the engines which had run at the highest speeds. The repairs proper for the ten years amounted to 1.588d. per train mile, the renewals to 1.260d., and the shop expenses and repairs of machinery to .639d., making a total of 3.487d. per train mile. The number of engines renewed was 6.4 per cent. per annum of the engines forming the rolling stock at the commencement of the period of ten years. Details were given of the cost per train mile of the chief materials used both for repairs and for renewals.

The tables showed that the most costly materials for renewals had been boiler plate, tubes, copper plate, wheels, axles and tires; and those which had cost most for repairs were tires, springs, fire-bars, axle boxes, and brasses.

The tires had been the most expensive materials, the cost for engine tires having amounted to 1.63d. per train mile. During the five years ending 1864, the price paid for iron engine tires had been 38s. 4d. per cwt., and for iron tender tires 38s. 3d. per cwt. The cost for engine and tender tires had been .327d. per train mile. During the five years ending 1874, the price paid for cast steel engine tires had been 37s. 11d. per cwt., and for cast steel tender tires 33s. 7d. per cwt. The cost for engine and tender tires was .226d. per train mile showing a reduction, by the use of steel, of .061d. per train per mile, although no engines had been renewed during the first period.

The mileage run by cast steel crank axles showed that it was a most reliable material, and that a life of at least 200,000 miles might be expected from a cast steel crank axle with inside bearings, carrying a weight of from 10 to 11 tons. Bessemer steel, when made with sufficient care, could be manufactured of the quality suitable for crank axles, but many axles of Bessemer steel had given bad results.

The cost of brass tubes had been, on an average, 9.6d. per lb., and old brass was sold on an average at 6d. per lb. The weight of the old tubes was nearly one-half the weight of the new ones. The value of the wear of a brass tube was about 13s. 6d. The average cost of an iron tube was 3s. 9d.

The communication was accompanied by five appendices, giving the cost per train mile of wages and materials for the repairs and renewals of the locomotives on nine English railways, from 1868, to 1876; similar particulars for ten years as to the Philadelphia and Reading Railroad (U. S. A.), as well as for other periods in regard to the Paris and Orleans Railway, the Paris, Lyons, and Mediterranean Railway, and the Northern Railway of France; also of Prussian railways for

1874, followed by a series of ten tables especially referring to the Great Southern and Western Railway of Ireland, with which the author has been connected for some time.—*Herapath*.

Printing National Securities.

The commission of experts recently appointed by the Secretary of the Treasury to examine the operations of the Bureau of Printing and Engraving, recommended that the entire business of printing the public securities, etc., be relegated to private enterprise, and that the functions of the Bureau be confined in the future to sealing the issues and authenticating their genuineness. A thorough and exhaustive investigation of the history and workings of the Bureau preceded the report, from which it appears that the printing and engraving done by private companies was invariably cheaper, better, and attended with greater safeguards than that done by the Government. In some classes of work the Bureau prices were fifty per cent. greater than those charged by private companies. The commission does not recommend the discontinuance of the Bureau, which they think may be maintained for the accounting of the Governmental issues when once brought down to an economical basis.

The first rail on the Colorado Central Railroad extension was laid at Cheyenne on the 21st ult. This road will be completed in October, and will connect the Colorado Central Railroad at Longmont, Colorado, with the Union Pacific Railroad at Cheyenne.

The engineers are surveying on the route and securing the right of way for the Miami Valley Narrow Gauge railway. They have reached Midway, going west. For the first eight miles west of Mt. Sterling, the right of way has been secured free of charge.

Work on the Columbus and Gallipolis (Ohio) Railroad by way of McArthur, is about to be commenced with vigor. Vice President Kilvert recently went over the route and superintended, in connection with General Manager White, the letting of contracts.

First and Prybil's Wood-Working Machinery.

At the recent Centennial Exhibition in Philadelphia, no machinery received more attention and admiration than that class known as wood-working machinery, and perhaps next to the exhibit of hardware, there was no department of mechanical art where so much design and ingenuity of American origin were displayed. The demand for different kinds of wood in the industrial arts is enormous. Throughout this country, from the log cabin to the palatial residence, from railroad ties to magnificent bridges, in all building and engineering enterprises, this material is cut and sawed, split and planed, turned and carved for innumerable purposes. Hence it is scarcely surprising that mechanics and inventors have devoted so much attention to working it quickly and well and dispensing with as much manual labor as possible. The machinery in our planing mills, carpenters' shops, furniture and car-building establishments, ship-building yards and pattern rooms serves to prove the extensive introduction of numberless machines well de-

signed and admirably adapted for special purposes.

Among the most extensive establishments in this city for the construction of wood-working machinery, is, without doubt, the one at the corner of 40th street and 10th avenue; of which Messrs. First & Prybil are proprietors. These manufac-

turers are both practically educated engineers and machinists, who have made the designing and construction of wood-working machinery their specialty. Their designs are original; the entire supervision of the construction is done by themselves; every care and attention are given to the most suitable materials; energy and promptness

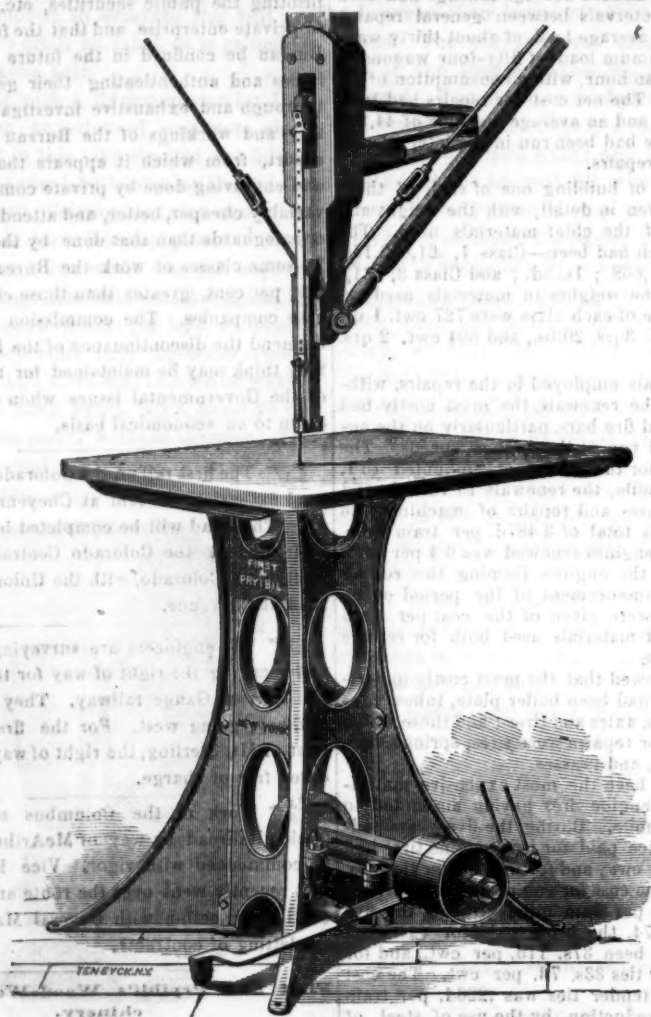
vent collisions, loss of life or frightening of horses. Accidents there undoubtedly have been, and one accident resulting in the loss of life is one too many. But these heavy freight cars are suffered to pass and repass through the very centre of some of our large cities, some drawn by dummies, and others by four horses at a speed which however slow could not (on account of the great momentum) be instantaneously checked, and yet there is no hue and cry like that raised when steam for passenger cars is advocated.

We hear only occasionally of city steam passenger cars being used. We believe Philadelphia is in advance in this matter, and to-day has steam on one or more of her city railroads. In some parts of Europe the same thing has been done, and meets with general approbation. But it is high time for New York, Brooklyn, Boston, and other cities, to dispense with half their car horses and to prove that to some extent quick transit can be accomplished in this manner. We expect ere long to witness the experiment in this city; and there is no reason why it should not be successful. One thing, we advocate strongly, is the fencing in of tracks on which steam is used, for several reasons, among which are the following: it will prevent accidents to conveyances and pedestrians; it will prevent children from playing or placing obstructions on the track; it will allow the cars to be run at a quick speed; and it will also allow the track to be maintained in good condition.

To employ steam on city railroads without this precaution will only tend to render the enterprise unpopular, and annoying to all concerned. The Long Island Railroad within the city limits is to have such a fence commencing from their depot on Atlantic avenue, Brooklyn.

Relative to this subject we may mention some improvements introduced by Gen. J. D. Imboden, who has invented a system of steam for street cars that promises to influence, in a large degree, the railroad companies and the public in their decision as to whether steam or horse power shall be generally used for the locomotion of these conveyances. The engine is an independent sub-motor—a complete machine of itself—and can be attached to any of the present horse cars. It is simple, easily handled and cheap; and causes no discomfort to passengers—it being out of their sight, smell and hearing. It has its own framework, wheels and springs, carries its coal, water and engineer, and sustains half the weight of the car and passengers, the other half being carried by a single pair of car wheels placed in front of the rear platform. The car body is pivoted at its front end, on the engine, resting on a bed plate and springs, over the boiler. The engine has four driving wheels, with a wheel base of only four feet; and, owing to the simple, pivoted connection with the car body, is capable of curving freely. The boiler is horizontal, with simply a vertical furnace and steam dome under the driver's seat, which is outside the front of the car.

This car has been made of the same size as that of an ordinary horse car, so as to demonstrate thoroughly that in order to convert the latter into a locomotive nothing is necessary but to take off its front wheels, put the engine in their place, and close the front door. The interior and the rest of the car can be left intact. The new car occupies



JIG SAW MACHINE,
AS CONSTRUCTED BY FIRST & PRYBIL, NEW YORK.

and enterprise are their characteristics. A visit to their works, and an examination of their machinery in use throughout all parts of the country, or of that constantly on exhibit at industrial expositions, will furnish ample proof of our statements.

The annexed engraving represents one of the many and most useful machines constructed by this firm. It is one known as a Jig Saw, without one or more of which, no wood working shop is complete. The design of this machine even to the eye of an inexperienced will appear unique and symmetrical. The parts are in admirable proportion, with a display of good taste without lavish ornament. It is simple, and designed to be a highly useful and durable machine. It is suitable for any kind of in and outside sawing. Short and long saws can be used and easily adjusted. It is constructed entirely of iron, with the exception of connecting rod, springs and upper post; and vibrates very slightly, on account of having no slide underneath.

The saw is started and stopped instantaneously. It is furnished with a belt-shifter and brake: the pulleys are $7 \times 2\frac{1}{2}$ inches and the speed is 850 to 1,000 revolutions.

Steam on City Railroads.

There has been, of late years, so much discussion respecting the introduction of steam dummies and locomotives on city railroads, that the subject has become one of great general interest. It is, however, surprising that after the practicability of substituting steam for horse power has been so clearly demonstrated there should be such delay in adopting the change. To engineers there never has been any difficulty in the matter. The old fashioned "dummies" have for years been employed to draw freight cars through thickly settled districts and business localities, no greater precautions being used than slow speed and the sounding of a loud toned bell on the approaching train. No fences have been erected at the sides of the track, no extraordinary means used to pre-

four feet less street space than one of the dummies now in use on Market street, Philadelphia, and ten feet less than a horse car, the horses being dispensed with.

Balancing Emery Wheels.

The proper balancing of emery wheels is of great importance, because the great speed at which they revolve causes the least defect in the balancing to vibrate the wheel when in motion. This vibration causes undue wear to the wheel as well as tending to throw the wheel out of true. Of late cast iron spindles are being introduced for emery wheels above ten inches in diameter, and they require very careful manufacture to properly balance them. In the first place the existence of air holes is a great disturbing element, and in the next place the position in the mould, in which the iron is cast, is found to be of practical importance, because the iron at the bottom is found to be more dense and heavier than that at the top. To remedy these defects, the castings were given very large gates or runners, the cope of the mould being made extra deep for that purpose. This, however, proved successful for the prevention of air holes, but not altogether so for equalizing the density, the difference between the top and bottom of the metal being very plainly perceptible. This led to the adoption of the plan of casting vertically as well as casting them in longer pieces, using only the lower end for the spindle. The result is, not only is the formation of air holes prevented, but the metal is at any part of its length of practically equal density diametrically. This, however, is of minor importance. The next consideration is to center the spindle to run as true as possible in the lathe, for the metal is always more dense at and towards the outside of the casting; and if more is turned off one side than the other the balance will be, to a like degree, affected. After the spindle is turned, its balance should be tested by placing it upon two knife-edged parallel pieces set horizontally true, and setting it in motion. Note the side that is downwards when the spindle comes to rest. If upon turning it upside down and end for end, and making several tests, the same side is always at the bottom when the spindle comes to rest, that side is the heaviest, and should be adjusted by boring a small hole, either in the end or upon the circumference.

The part of the spindle upon which the driving pulley fits should be made a neat driving fit to the pulley, so as to avoid the use of a key, which would destroy the balance. The centers of the spindle should be center drilled and countersunk, so that the spindle may keep true during the whole turning operation, the end faces being carefully turned true for the same purpose. The pulley should be cast with its diameter standing vertical, the hole should be bored out true and smooth, the wheel should be turned down to very nearly the finished size upon a temporary mandrel, and then placed in position upon the spindle and finished in the lathe while upon the spindle. Then the wheel and spindle together should be tied upon the knife-edged parallel strips in the same manner as the spindle was tested.

The washer should be cast flat and carefully turned true, the inside face being recessed to within about one quarter of inch of the circumference, which is done to ensure that it shall grip the wheel at and near its edge, thus holding it true, as well supporting it as far out from the center as possible. The nut should be made very true, the thickness from the bore to each flat side being made quite equal. The best form of nut is a cylindrical one with two flat sides, which is the easiest form to make and ensure truth. The washer and nut should be placed upon the spindle, and the balancing of the whole again tested upon the parallel strips. The emery wheel may then be fastened upon the spindle, the bore being made a neat sliding fit, and then the strips should again be brought into requisition, to test the balance while the whole are together. The wheel is very liable to require balancing, because it is very

difficult to make a wheel of equal density throughout. If the wheel is out of balance it must be corrected in the wheel itself, and not by drilling holes in the spindle or pulley, because in that case the wheel, though balanced when new, will lose its balance as it wears smaller. It is necessary, therefore, to provide a center piece and to throw the wheel out of true in the lathe, taking care that the densest side is the prominent one; then by taking a cut down the radial face of the wheel, leaving it just true, the balance may be corrected. The center, however, should be thrown out but very little, and the balance tested. The process should be repeated till an exact adjustment is attained. By adjusting the balance in this manner, the spindle will, when once made, never require altering; and all that is necessary is to balance, in the manner described, each new wheel when it is put on, and the result will be sufficiently perfect for all practical use.—*Scientific American.*

The Improved Niagara Steam Pump.

The Steam Engine and Machine Works at 97 Pearl Street, Brooklyn, of which Mr. Norman Hubbard is proprietor, are among the most extensive iron works in that city. It is at these works that the powerful steam pumps were made for the Brooklyn Water Works, and many steamboat engines and pumps have been constructed in a manner that has given the works an enviable reputation for good, strong and durable work. At this establishment are also patterns for marine, stationary

and marine engines and steam pumps for every possible duty. Among these are the well known Improved Niagara Steam Pumps, which in 1875 were awarded a medal by the American Institute. These pumps are constructed on the direct acting principle, and much attention has been given to their design and efficiency. They are adapted for various purposes, as feeding boilers, and filling tanks; they are also used in sugar refineries and as fire-engines. Fig. 1 represents the exterior view of one of these pumps, from which the general design can be seen; Fig. 2 shows the interior parts and the arrangement of the operating mechanism. It will be observed that the general design and proportions are in good taste. The steam and pump cylinders have double flanges, that is, flanges cast on both sides of the cylinder; these are planed and fitted to the top of a planed bed, to which they are securely bolted. The parts admit of fine finish if so desired, but as a general thing Mr. Hubbard follows the English system in the construction of all his machinery, which consists in having smooth castings, the working parts and operating mechanism of the best materials, fitted and finished in as perfect a manner as possible, and the exterior surfaces of

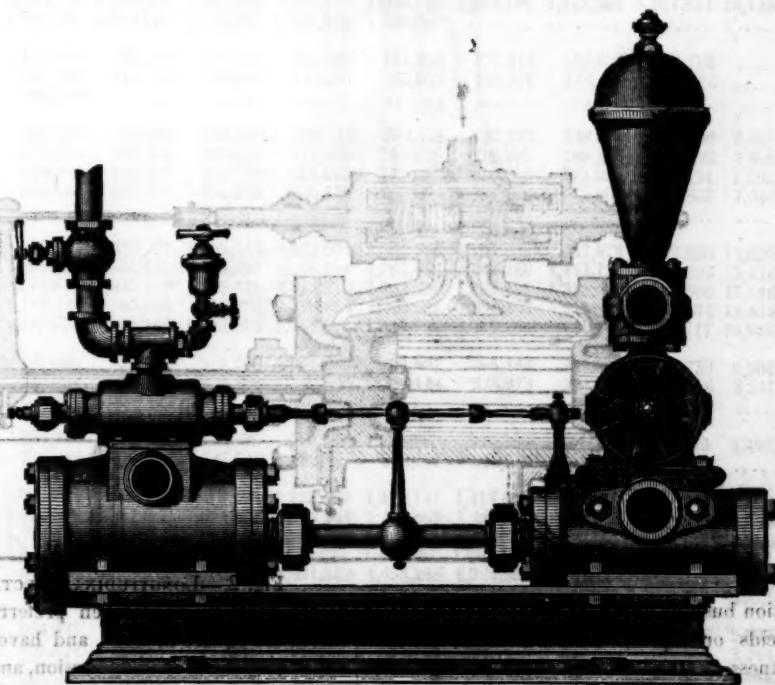


Fig. 1.—EXTERIOR VIEW.

other parts plain, neatly painted and varnished, which grooves serve alternately to admit steam to the main cylinder or as exhaust. The motion of this valve-piston is caused by the steam pressure, which is alternately admitted at each end, while it is cushioned by steel springs. The steam effecting this motion is admitted by a rod passing through the center of the circular steam-chest, and serving the purpose of a sliding-valve. Slots, which by the to-and-fro motion of this rod-shaped sliding-valve, admit the steam alternately at each end of the elongated little piston, with two circular grooves around its cylindrical middle part, gated little piston, causes this to move, and in

fact this piston is itself the main sliding-valve. We here see the problem solved to move the sliding-valve, not by an eccentric or its equivalent, but by the steam itself—a problem which the cylindrical form adapted for the valves in this pump makes easy of solution.

The movement required to place the central rod referred to alternately in such a position as to admit steam alternately on the heads of the sliding-valve, is very slight indeed, and is accomplished by a tappet arm attached to the piston-rod between the steam and pump cylinder, as seen in our figure, and which at the end of each stroke touches one of the two tappets placed on the notched rod, which passes through the axes of cylindrical sliding valves, and which only requires the motion of a frac-

tion of an inch to admit the steam alternately in one end of the cylindrical steam-chest, and throw the valve over, while the other end of the steam chest is connected with the exhaust. It is clear that in this way the sliding valve is every time thrown over to its whole extent, giving full admission of steam on one end of the main cylinder and a full exhaust of steam from its other side through the steam chest.

It is evident that the movement required to bring the passageway in the little piston rod mentioned in conjunction with the steam chests, needs only to be very slight, as the amount of steam required to throw the sliding valve over is very small, and thus is of special advantage if the pump is to work slowly. Experts know that in the latter case ordinary

steam pumps are apt to stop as soon as the piston has commenced to reverse the position of the valve; but in this pump such an accident is impossible, as the steam pressure every time throws the valve entirely over before the piston rod has brought it over one-third part of its path. It is also evident that such a pump cannot possibly have any dead center, whatever may be the position of any part of it; when the steam is turned on, the sliding valve is bound to move to one end of the steam chest, if it does not happen to be there already, and the steam is admitted on one side of the main cylinder and exhausted on the other.

Having explained the operation of the engine exportion, we now pass to the pump end. The water cylinder is lined with a good solid com-

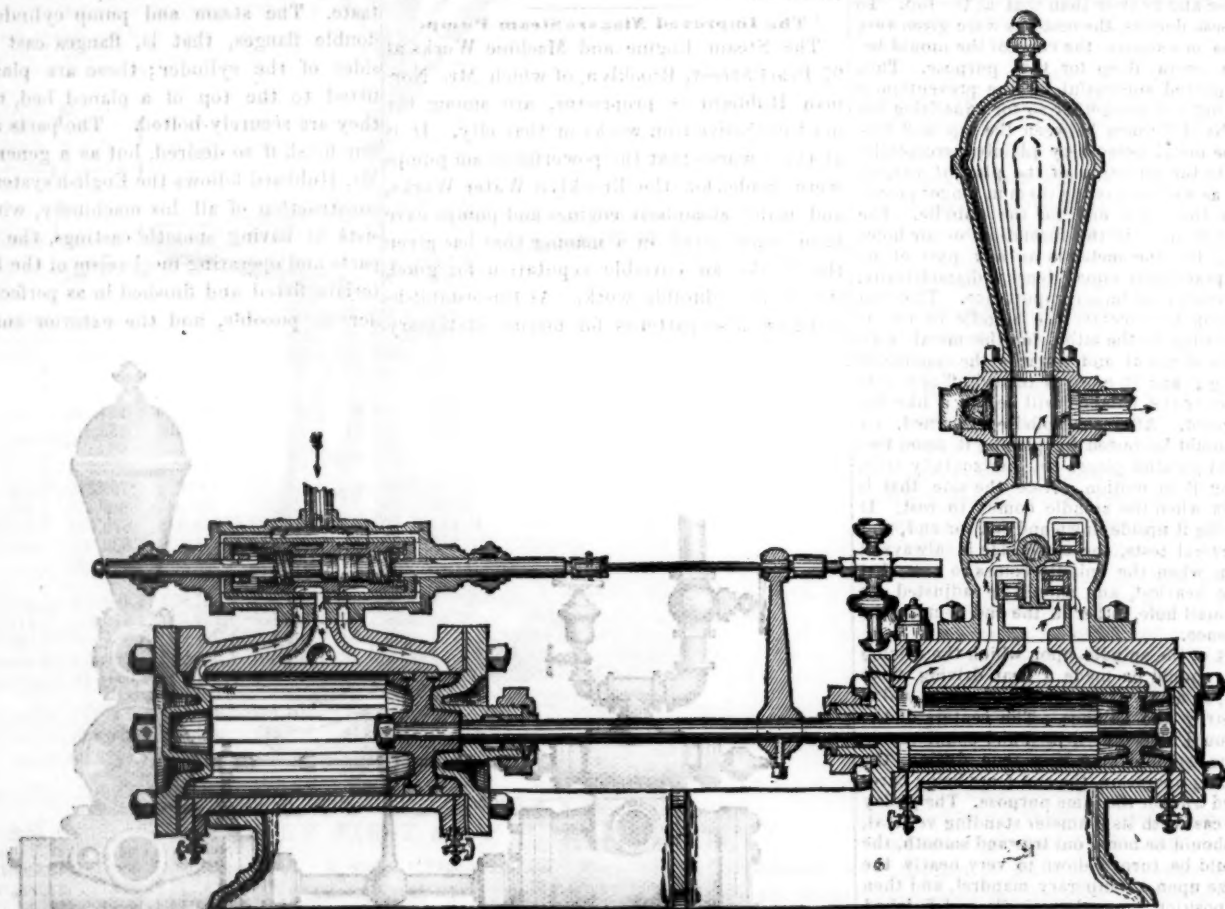


Fig. 2.—LONGITUDINAL SECTION.

position bush or lining, to withstand the action of acids or liquor. This bush is of sufficient thickness to stand two or three borings when the lapse of time renders this necessary. The packing in this water cylinder is a piston, follower, and rings, ordinarily of composition metal, by which it is equally adapted for pumping hot or cold liquids; the water ports in the cylinder are directly in communication with the suction ports in the valve chest, whereby the greatest economy in duty is attained. The two discharge valves are seen immediately over the suction valves; the valve seats are of good composition metal, as are also the valves ordinarily. Any other metal, rubber, or wood

valves may be used when preferred. These valves are square in form, and have four faces, which may be used in succession, and are guided by partitions in the chest, and by bonnets at the end on the valve chest, and are accessible by the simple removal of one nut, shown in the external view of the pump. The discharge piece has, like the suction in the cylinder, two openings, either or both of which may be used as required. The air chamber is also separate. It will here be noticed that while the utmost simplicity characterizes all the various parts, so that an expert is not required to take them apart or put them together, yet there is great eventual economy to the purchaser in case of

accident or freezing, having only to replace the portion affected, as the other portions remain intact and as useful as ever.

The manufacturer claims that one of the greatest merits of this pump is its simplicity, as there are few parts, while the resistance to wear and tear is in proportion to its simplicity—that is, at a minimum.

The large foreign trade of California in fruit and wines becomes no mystery when it is known that the State has 3,800,000 fruit trees and 35,000,000 grape vines, and harvests from 300,000,000 to 500,000,000 pounds of fruit yearly. She produces a large surplus, and foreign trade follows as a matter of course.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,559	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	295,000	295,793	204,447	2,486,582
1877.....	134,564	136,350	189,130	200,681	189,915	177,500							
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,508,000	1,379,000	16,970,018
1876.....	994,339	1,017,203	1,184,682	1,427,034	1,757,414	1,646,269	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,166
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000							
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....	107,893	133,365	153,682	172,973	149,312	150,336							
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,328
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	377,445	411,980	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	338,807	333,459	346,308	338,095	321,256	362,522							
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,327
1876.....	808,842	854,627	944,450	919,978	1,090,752								
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,255	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,559	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000							
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	377,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,050	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089				
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	158,812	
1877.....	122,800	136,160	162,000	194,573	162,719								
Illinois Central:													
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,989
1877.....	466,498	460,839		447,409									
Lake Shore & Mich. South'n:													
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,737	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,290	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,295,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,182,314	1,051,777	13,949,176
Mo., Kan. & Texas:													
1875.....	198,099	204,539	233,095	192,471	187,091	231,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308	247,505	231,656	231,307	258,123							
Ohio and Mississippi:													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,697	330,111	341,679			
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	645,318	454,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,746
1873.....	742,041	745,100	1,253,470	1,379,009	1,308,450	1,332,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,123	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,723,954	1,438,733		
1876.....													
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	3,244,071
1875.....	250,790	231,911	275,910	264,580	275,147	294,631	226,241	283,957	333,776	383,604	429,765	497,650	3,802,943
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	253,500	288,300	374,000	440,600	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,000	281,108	304,000	304,300							
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,491	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,707
1876.....	246,536	232,879	271,230	234,002	237,354	238,720	216,916	255,685	290,601	328,508	282,511	261,177	3,137,279
1877.....	240,042	250,100	250,352	264,438	227,175	171,856							
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018					

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	When Pay- able.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	When Pay- able.	Market Price.
National Securities, July 1, 1877.						Massachusetts—(\$29,465,204):					
Loan of June 14, 1858.....registered	\$280,000	5	Jan. & July.	1874	110 1/2	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	110 1/2
Loan of February 8, 1861.....registered	13,815,000	6	Jan. & July.	1880	110 1/2	.. Harbor Land Improvement bonds, 1874	400,000	5	"	1894	110 1/2
.. .. coupon	4,000,000	6	"	1880	112	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	107
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	107	.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	77-78	116
Loan of July 17, and Aug. 6, 1861.....registered	126,238,000	6	Jan. & July.	1881	110 1/2	.. Coast Defense Loan, 1862.....	50,000	5	June and Dec.	77-78	109 1/2
.. .. coupon	63,083,350	6	"	1881	112	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111
Loan of Feb. 25, 1862 (5-20s).....registered	58,777,400	6	May & Nov.	1882	112	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894	110 1/2
.. .. coupon	21,222,600	6	"	1882	112	.. War Fund Loan, 1869.....	999,944	5	"	1899	110 1/2
Loan of March 3, 1863.....registered	58,777,400	6	Jan. & July.	1881	110 1/2	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	78-94	109
.. .. coupon	21,222,600	6	"	1881	112	.. B. H. & Erie R.R. Loan.....	3,599,020	5	Jan. & July.	1900	110
Loan of March 3, 1864 (5-20s).....registered	58,777,400	6	May & Nov.	1884	112	Michigan—(\$1,064,000):					
.. .. coupon	21,222,600	6	"	1884	112	.. Renewal Loan bonds, 1858.....	105,000	6	"	1878	103
Loan of June 30, 1864 (5-20s).....registered	1,386,700	6	May & Nov.	1885	109 1/2	.. Two Million Loan bonds, 1863.....	1,032,000	6	"	78-83	105
.. .. coupon	18,801,200	6	"	1885	109 1/2	.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	110
.. .. 2d series (5-20s).....registered	60,568,550	6	Jan. & July.	1885	109 1/2	Minnesota—(\$2,755,000):					
.. .. coupon	182,088,500	6	"	1885	109 1/2	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-79	109
.. .. 2d series (5-20s).....registered	97,889,750	6	Jan. & July.	1887	108 1/2	.. State Buildings Loan, 1873, coupon.....	230,000	7	"	83-03	109
.. .. coupon	212,732,000	6	"	1887	108 1/2	.. Railroad Aid bonds, 1858, (repudiated).	2,275,000	7	"	1887	109
.. .. 4th series (5-20s).....registered	15,665,000	6	Jan. & July.	1888	111	Missouri—(\$17,839,000):					
.. .. coupon	21,808,500	6	"	1888	111	.. State Debt Proper, 1865 and 1868.....	439,000	6	"	81-91	100 1/2
Loan of March 3, 1864 (10-40s).....registered	142,010,450	5	Mar. & Sept.	1904	109 1/2	.. Consolidation bonds, 1868.....	2,727,000	6	"	1888	109
.. .. coupon	52,555,850	5	"	1904	112 1/2	.. Funding Bonds, 1874.....	1,100,000	6	"	94-95	108
Consols of July 14, '70 & Jan. 20, '71 registered	219,135,650	5	F. M. A. & N.	1881	109 1/2	.. Railroad Aid bonds, 1863-66.....	15,838,000	6	"	79-87	104
.. .. coupon	289,304,700	5	"	1881	109 1/2	.. State Institution bonds, 1872 to 1874.....	605,000	6	"	92-94	105
Funded Loan of 1891.....registered	90,649,500	4 1/2	M. J. E. & D.	1891	105 1/2	Nevada—(\$100,000):					
.. .. coupon	49,350,500	4 1/2	"	1891	105 1/2	.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	105
Debt matured and without interest.....(var.)	16,648,860	3	Irred.	Due.	105 1/2	New Hampshire—(\$3,519,100):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	125	105 1/2	.. War Loan Bonds, of 1861.....	213,000	6	Jan. & July.	77-78	102
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	95-99	125	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89	108
United States Notes.....	359,824,294	6	"	95-99	125	.. State bonds, 1873.....	500,000	6	Jan. & July.	79-80	103
Fractional Currency.....	23,405,137	6	"	95-99	125	.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	92-05	113 1/2
State Securities, latest dates.						New Jersey—(\$2,490,300):					
Alabama—(\$21,670,810):						.. War Loan (tax free) bonds, 1861.....	1,000,900	6	"	76-84	108
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	78-92	40	.. War Loan (tax free) bonds, 1863.....	900,900	6	"	86-96	108
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	5	Jan. & July.	78-93	40	.. War Loan bonds, 1864.....	503,400	6	"	97-02	108
.. Bonds (new), 1874.....	341,000	7	"	1894	20	New York—(\$29,776,787):					
.. R. R. Loans (\$2,300,000) & endorsements.	15,051,000	8	"	90-91	20	.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	101 1/2
Arkansas—(\$12,733,988):						.. Bounty Loan bonds, registered.....	14,855,000	7	"	1877	101 1/2
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	20	.. State (Deficiency) Stock, '88, part at will	889,781	6	J. A. J. & O.	1878	106
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900	109 1/2	.. Canal Stock (old).....	880,000	6	June & Dec.	1877	102
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	109 1/2	.. Canal Stock, 1872.....	1,562,300	6	Jan. & July.	1887	120
.. Bonds (for \$2,500,000), 1875.....	300,000	7	"	1895	109 1/2	.. Canal Stock, 1873.....	847,500	6	"	1883	115
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	6	.. Canal Stock, 1873.....	4,302,600	6	"	1891	119
California—(\$3,896,500):						.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	112
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	77-80	109 1/2	North Carolina—(\$25,419,045):					
.. Relief Fund bonds, 1863.....	195,500	7	"	1883	109 1/2	.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	75-98	17
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	109 1/2	.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	75-98	17 1/2
.. Funding bonds, 1873.....	2,901,004	6	"	1893	109 1/2	.. Railroad and Improvement (new) bonds.	2,383,000	6	Jan. & July.	75-98	7
Connecticut—(\$6,014,000):						.. Railroad and Improvement (new) bonds.	1,096,000	6	April & Oct.	75-98	7
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	108	.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.	1900	81
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	78-84	108	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	84
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	108	.. Special Tax bonds.....	11,407,000	6	"	98-99	1
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885	108	Ohio—(\$7,988,205):					
Delaware—(\$1,231,000):						.. Loan (sinking fund), 1850.....	11,865	6	Jan. & July.	1875	105 1/2
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	108	.. Loan (sinking fund), 1860.....	4,082,840	6	"	1881	105 1/2
District of Columbia—(\$12,790,000):						.. Loan (sinking fund), 1856.....	2,400,000	6	"	1886	110
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	108	Oregon—(\$246,027):					
.. Improvement (cur.) bonds, 1873.....	790,000	7 1/2	"	1893	108	.. Bounty and Relief bonds.....	4,027	7	"	75-84	109
.. Funding bonds, 1874, (guar. by U. S.).....	13,743,250	3 1/2	Feb. & Aug.	1924	77	.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	109
Florida—(\$6,431,767):						Pennsylvania—(\$24,668,635):					
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	109	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104 1/2
.. Consolidated (gold) bonds of 1875.....	509,200	6	"	1903	109	.. Loan of April 1852, reg. and coup.....	395,000	5 1/2	Jan. & July.	1882	101 1/2
.. Loan (J. P. & Mob. R.R.) gold bonds, 1870	4,000,000	8	"	1890	109	.. Loans, May '52 & Apr. '52, reg. & coup.	3,518,500	5 1/2	Feb. & Aug.	77-78	102 1/2
Georgia—(\$19,823,900):						.. Loan.....	87,000	4 1/2	"	1882	109
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	75-86	99 1/2	.. Stock Loan of Feb. 2, 1867, 2d series.....	3,000,000	6	"	1877	163
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	107 1/2	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,995,800	6	"	1882	111
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	108	.. Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1876	109
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	108	Rhode Island—(\$2,638,000):					
.. Bonds (funding), 1873.....	1,200,000	8	"	75-86	108	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1890	108	.. War Loan bonds of 1863 and 1864.....	1,019,000	6	Various.	63-94	107
.. Railroad aid bonds (endorsed), 1870 & '71	7,645,900	var	Various.	90-91	100	South Carolina—(\$14,537,295):					
Illinois—(\$1,689,045):						.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	77-80	38
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	109	.. State House bonds, 1853 and 1854.....cur.	287,000	6	"	71-80	109
.. Refunded Stock bonds, 1869.....	320,000	6	"	var.	100	.. Blue Ridge R. R. bonds, 1854.....	867,000	6	"	75-79	109
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	109	.. Funding Stock and bonds, 1866.....	884,113	6	"	82-86	45
Indiana—(\$910,000):						.. Funding and Conversion bonds, 1868-69	3,764,850	6	J. A. J. & O.	1882-86	45
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1878	109	.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1889	45
Iowa—(\$543,000):						.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	37
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	109	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	37
Kansas—(\$1,326,175):						.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	"	1893	109
.. Funding & cc. bonds 1863 to 1864.....	101,175	6									

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	114
2d Mortgage.....	2,673,000	8	" "	" "	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	" "	" "	1889	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	300,000	7	" "	" "	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	7	" "	" "	1890	96
Alabama Central:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	" "	1881	90
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	107 1/2	Consol. Mortgage for \$2,000,000.	1,041,000	7	Apr. and Oct.	Boston.	1893	100
2d Mortgage.....	2,000,000	7	Apr. & Oct.	" "	1885	97		846,000	6	" "	" "	1893	....
3d Mortgage.....	434,000	7	May & Nov.	" "	1881	90	Boston, Hartford and Erie:						
Albany Loan.....	933,900	6	" "	" "	1896	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	101
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	" "	" "	1900	111
Allegheny Valley:							Mass. L. (Sec'd by \$4,000,000 Ber.)	3,600,000	7	" "	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	104 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	81	Bonds of 1872 for \$1,000,000.....	999,500	7	" "	" "	1892	107
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	43	Bonds of 1875.....	500,000	7	Mar. and Sept.	" "	1895	....
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	" "	1890	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	101 1/2	Boston and Maine:						
Androscoquin:							Bonds of 1893 (coup. and reg.).....	3,200,500	7	Jan. and July.	Boston.	'93-'94	111 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arkansas Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	Boston and Providence:						
Ashabula, Youngstown & Pitts.							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,500,000	7	Apr. & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	1st Mort. (goldend. by G. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1903	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7	" "	" "	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	97	Buffalo, Corry and Pittsburg:						
Land Gra. t Mortgage (gold).....	3,369,000	7	Apr. & Oct.	Boston.	1900	78	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Ja. & July.	" "	1902	....	Buffalo and Erie:						
Pottawatomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bos.	1879	....	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Consol. Second Mort. (gold).....	3,294,000	7	Apr. & Oct.	" "	1903	101 1/2	Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	101 1/2	Mort. bonds (" ")	2,856,000	7	Apr. and Oct.	" "	1898	107 1/2
Atlanta and Richmond Air Line.							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Mortgage.....	1,000,000	6	" "	New York.	1902	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage (gold).....	10,173,679	7	March & Sept.	" "	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	25,783,000	7	May & Nov.	" "	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	94 1/2
Atlantic and Gulf:							2d Mortgage for \$1,000,000.....	231,500	10	" "	" "	1893	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	Burlington, Cedar Rapids & Minn.:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	1st Mortgage, etc., skg. fund.....	5,400,000	7	May & Nov.	N. Y. & Lond.	1919	45
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	1st Mort., (gold) Mil. Div.....	2,300,000	7	Feb. and Aug.	" "	1902	....
Atlantic and Lake Erie:							Rurlington and Missouri River:						
1st Mort. (gold) for \$5,000,000....	....	7	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,638,250	7	Apr. & Oct.	N. Y. & Bos.	1893	110
Atlantic, Miss. and Ohio (428 m.):							Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000.....	5,470,000	7	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	289,500	8	Apr. & Oct.	N. Y. & Bos.	1879	....
2d Mort. to State (no int. till '80).	4,000,000	....	" "	" "	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	" "	1894	106 1/2
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	" "	" "	1889	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	" "	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	108
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	" "	1888	81	Bonds convertible until 1892.....	600,000	8	" "	Boston.	1883	96 1/2
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	" "	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G.....	794,000	6	" "	" "	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	" "	1883	....	Calro and Fulton (Arkansas):						
Income Bonds (for funding).....	529,600	6	" "	" "	1883	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7	Jan. & July.	New York.	1891	....
Land Debentures.....	500,000	10	J. A. J. & O.	" "	1884	....	Calro and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	L. " "	1878	....	Calro and Vincennes:						
2d Mortgage (sterling) of 1864.....	1,500,000	6	Apr. & Oct.	" "	1884	....	1st Mortgage, gold.....	3,500,000	7	Apr. & Oct.	N. Y. & Lond.	1909	....
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	" "	1891	....	2d Mortgage.....	1,500,000	7	Jan. & July.	" "	1898	....
Portland City Bonds, 1st M., S. F.	787,000	6	" "	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage.....	3,500,000	7	" "	" "	1889	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	First Income bonds.....	1,000,000	10	" "	" "	....	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6	Jan. & July.	" "	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	101	Camden and Amboy:						
Loan of 1853-'85.....	1,710,000	6	Apr. & Oct.	" "	1885	103 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103 1/2
Loan of 1855-'90 (Balt.) skg. fd.	3,263,026	6	Jan. & July.	" "	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	103
Loan of 1870-'95 (etc.) skg. fund.	3,338,956	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	109
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6	" "	" "	1902	....	Sterling Loan, S. F. (£262,000).	1,286,080	6	Feb. & Aug.	London.	1890	....
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6	May & Nov.	" "	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1883	113
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	Apr. & Oct.	" "	1879	95
1st Mortgage (R. R.) gold guar.....	3,000,000	6	Apr. & Oct.	" "	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	" "	" "	1901	....	1st Mort. (skg. fdg'd for \$9,000,000	9,000,000	7	J.n. & July.	New York.	1906	46
Bay City and East Saginaw:					</								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 675,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 563,250	7	Jan. & July.	Boston.	1890	102
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	" " "	" "	1894	99	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
2d Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" "	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	" " "	" "	1900	....
2d Mortgage Governm't at 50yd.	1,000,000	6	Jan. & July.	" "	1896	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" " "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" " "	" "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	108
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	324	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p.m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	5,500,000	8	Jan. & July.	" "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	661	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	111	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	1014
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	99
Loan of Loh. C. & N.Y. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	" "	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	" " "	New York.	1899	63	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	894
Central Ohio (B. and O.)							1st Mort. (Minnesota Central.)	190,000	7	" " "	" "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	974	1st Mort. (St. Paul Division.)	4,000,000	7	" " "	" "	1902	624
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	" " "	" "	1899	894
1st Mort., 30 years bonds, (gold)	25,883,000	6	Jan. & July.	New York.	1905-99	108	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	1154
Convertible 20 years bonds, gold	1,483,000	7	" " "	" "	1883	1044	2d Mort. (")	1,315,000	7.3	" " "	" "	1898	1004
State Aid B'ds. (Int. by State) gold	1,600,000	7	" " "	Sacramento.	1884	1084	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	" "	1902	85
2d Mort. (Governm't Subsidy)	27,855,680	6	" " "	U.S. Treasury.	1905-99	109	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	" " "	New York.	1899	1094	2d Mortgage.....	675,000	7	April & Oct.	" "	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" " "	" "	1888	884	Equipment and Bridge Bonds...	219,000	10	June & Dec.	" "	1883	....
1st Mort. (S. Fr. Okla. & Ala.)...	500,000	6	" " "	" "	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	" "	1906	87
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	" "	1900	83	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	9,200,000	6	" " "	" "	1890	934	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	108
Central Vermont:							General 1st Mortgage (193 m.) ..	3,578,000	7	" " "	" "	1885	108
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	740,300	7	May & Nov.	" "	1883	164
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	" "	1885	1004
1st Mort. (Stam. Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	394	Green Bay Ext. (20m & 76,000 a.)	265,000	7	" " "	" "	1885	1004
Income and Extension Bonds...	1,008,000	8	May & Nov.	" "	1902	40	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" " "	" "	1882	107
Equipment Mort. (Vt. Central)	1,000,000	8	" " "	" "	1889	39	Elgin and State Line.....	122,000	6	Jan. & July.	" "	1878	....
Equipment Mort. (")	1,000,000	8	" " "	" "	1889	39	Mississippi River Bridge.....	186,000	7	" " "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	364	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	" "	1898	....
Missisquoi R.R. (")	500,000	7	" " "	" "	1891	....	Consol. skg fund (C. & N.W.R'y)	4,277,000	7	F. M. A. & N.	" "	1915	1074
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds...	9,758,000	7	June & Dec.	" "	1902	87
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.	157,400	7	" " "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	108
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	" " "	" "	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	76	Chicago and Paducah (C. B. & Q.)						
Charters:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (C. B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	1084
Cherry Valley, Sharon and Alb.:							Branch Bonds Sinking Fund...	1,000,000	6	Feb. & Aug.	" "	1895	1004
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	" "	1917	1044
Chesapeake and Ohio:							Chi. & Southw'n (C. R. I. & Pac.)						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	22	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (cou. or reg)	5,426,900	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" "	1880	....	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	" " "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	6	" " "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	" " "	" "	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	1877-98	974	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamaroa:							2d Mortgage of 1865.....	498,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	" "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, prof. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	117	Consolidated Mortgage.....	471,000	7	June & Dec.	" "	1914	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106	Cincinnati and Martinsville:						
Consol. Bonds (\$200 stig. each)	4,379,450	6	Jan. & July.	London.	1903	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	106	Cincinnati & Muskingum Valley:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage.....	1,600,000	7	Jan. and July.	New York.	1901	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	88	Cincinnati, Richmond & Chicago:						
Chicago, Burlington and Quincy:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund.....	3,570,000	8	Jan. & July.	New York.	1883	1154	2d Mortgage.....	65,000	7	" " "	" "	1889	....
Trust Mortgage, skg fund conv.	150,000	8	" " "	" "	1883	....	Cinc., Rich. & Ft. Wayne (G. R. & I.)						
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	" "	1890	....	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	1094	Cincinnati, Sandusky and Clev.:						
Bonds of 1875, Sinking Fund...	448,000	5	June & Dec.	" "	1895	904	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	30
Consol. Mortgage for \$80,000,000.</													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	6	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	7	" "	" "	1892	104	1st Mort. (\$424,000 guar.).....	1,825,000	8	Jan. & July.	New York.	1891	....
4th (now 3d) Mortgage guar.....	1,487,000	7	May & Nov.	" "	1900	110	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mortgage for \$22,000 p.m....	300,000	8	June & Dec.	New York.	1890	....
Clev., Painesville & Ashtabula:							2d Mortgage (coupon) guar.....			Jan. & July.	" "	1881	....
Regist'd b'de (ass'd by LS&MS.)	1,000,000	7	April & Oct.	" "	1892	108	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	" "	" "	1886	108	1st Mort. \$16,000 p. m. guar.....	3,219,000	8	April & Oct.	Boston.	1896	....
Cleveland and Toledo:							1st Mortgage (on Branches).....	575,000	8	June & Dec.	" "	1897	....
1st Mort., a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	44 1/2
2d Mortgage (")	849,000	7	April & Oct.	" "	1886	108	1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colebrookdale:							2d Mort. (")	81,000	8	May & Nov.	" "	1890	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	50	Detroit & Milwaukee (Gt. W. of Ca.):						
Colorado Central (3 ft. gauge):							1st Mortgage (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	2d Mortgage (")	1,000,000	8	" "	" "	1876	....
Columbus, Chicago & Ind. Cent.:							1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	28	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1876	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	5	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	1890	98-100	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
2d Mort. (")	344,400	7	Jan. & July.	" "	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" "	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	" "	1896	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1906	109
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Dixon, Peoria and Hannibal:						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mort. guar. by C., B. and Q.	568,506	8	Jan. & July.	New York.	1889	101
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....	Dubuque and Sioux City:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Income (")	74,024	7	" "	" "	1905	....	Dubuque Southwestern:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage, preferred.....	450,000	7	April & Oct.	New York.	1883	....
Columbus, Springfield and Cin.:							2d Mortgage.....	78,500	7	Jan. & July.	" "	1883	....
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dunkirk, Allegheny Val. & Pittab.:						
Columbus and Hocking Valley:							1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dutchess and Columbia:						
1st M. on Branch & 2d on main	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
General Mortgage.....	634,000	7	" "	" "	1892	....	1st Alabama and Cincinnati:						
Columbus and Xenia:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Brandywine & Waynesboro:						
Connecticut and Passumpsic Riv.:							1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1886	....
New Mortgage for \$1,500,000....	1,350,000	7	April & Oct.	Boston.	1893	101	East Pennsylvania (Ph. & Rdg.):						
Coupon Notes.....	129,000	7	June & Dec.	" "	1881	99 1/2	1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	104
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	83 1/2	East Tennessee, Virginia & Ga.:						
Connecticut River:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	2d Mortgage.....	190,000	4	" "	" "	1882-87	....
Connecticut Valley:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Connecticut Western:							Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	1880-86	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (" new)	135,400	6	" "	" "	1876	....
Connecting (Philadelphia):							Eastern (Mass.):						
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	123.4	102 1/2	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cooperstown and Susq. Valley:							Loan of 1867.....	7	" "	" "	" "	1887	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1868.....	7	" "	" "	" "	1888-89	....
Cowanesque Valley:							Loan of 1869.....	7	May & Nov.	" "	" "	1889	....
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Ten year coupon notes.....	7	" "	" "	" "	1892	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....	Ten year coupon notes.....	7	" "	" "	" "	1893-94	....
Cumberland & Penn. (Consol. Coal):							Sinking Fund Bonds.....	7	May & Nov.	" "	" "	1884	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Certif. of Indeb. Sept. 1, 1876	11,796,000	3 1/2	" "	Boston.	1906	50 1/2
Cumberland Valley:							Eastern Shore (Md.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage.....	109,500	8	" "	" "	1903	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Plain bonds.....	81,800	6	" "	" "	1884	....	Elizabethtown and Paducah:						
Danbury and Norwalk:							1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	101 1/2
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1882	80
Danv., Hazleton & Wilkesbarre:							Erie Railway:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	112
2d Mortgage.....	300,000	7	" "	" "	1886	....	2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	105 1/2
Danv., Urb., Bloom'gton & Pekin:							3d Mortgage.....	4,852,000	7	" "	" "	1883	106 1/2
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
Davenport and St. Paul:							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	100 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	Buffalo Branch 1st mortgage.....	182,500	7	Jan. & July.	" "	1891	....
Dayton and Michigan (O.H. & D.):							Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1876	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	" "	N.Y. & London.	1920	....
2d Mortgage, guar.....	428,000	7	March & Sept.	" "	1884	....	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....	Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Toledo Depot bonds guar.....	108,500	7	March & Sept.	" "	1886-94	....	Erie and Pittsburg (Penn.):						
Dayton and Union:							1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	2d Mortgage.....	92,500	7	April & Oct.	" "	1880	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
Income Bonds.....	262,445	6	" "	" "	1879	....	Equipment Mortgage.....	760,000	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R.R.):							European & N. American (Me.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Bangor City Bonds (1st m. 56 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage (")	498,000	6 1/2	Jan. & July.	" "	1906	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	" "	1899	....
Decatur, Sullivan and Mattoon:							New Mortgage for \$6,000,0						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold	2,500,000	7	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold	416,000	7	April & Oct.	Philadelphia	1890	107
Flushing, North Shore and Cent.							2d Mortgage	267,500	7	Feb. & Aug.	"	1895	106
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	53
2d Mort.	400,000	7			1900	....	Illinois Central:						
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6	"	London.	1895	...
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund.	4,593,000	5	"	"	1903	...
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)						
1st Mort. (N. Y. & Flushing)	25,000	7	Mar. & Sept.	"	1889	....	1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	109
Ponds, Johnstone & Gloverville:							Indiana and Illinois Central:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold	3,500,000	7	Jan. & July.	New York.	1901	...
Port Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7	March & Sept.	New York.	1903	...
2d Mortgage (Equipment)	600,000	8	April & Oct.	"	1889	....	Indianapolis, Bloomington & West:						
Port Wayne, Muncie & Cin.:							1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	22
1st Mortgage	1,800,000	7	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold	5,510,000	7	Jan. & July.	"	1912	...
2d Mortgage	600,000	8	"	"	1896	....	2d Mortgage	1,600,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	50	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	...
2d Mortgage	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
1st Mortgage gold	180,000	6	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
Fremont, Elkhorn & Mo. (S. C. & F.):							International and Gt. Northern:						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7	April & Oct.	New York.	1911	7
Galena & Chic. Union (C. & N. W.):							Convertible B'ds	1,478,000	8	Feb. & Aug.	"	1892	...
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio:							Convert. B'ds	1,677,000	8	Feb. & Aug.	"	1892	...
1st Mortgage	1,700,000	6	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1897	2,800,000	7	Feb. & Aug.	New York.	1897	...
1st Mortgage	1,493,000	7	Jan. & July.	New York.	1890	82	1st Mortgage of 1899	2,000,000	7	June & Dec.	"	1899	...
Genova, Ithaca and Athens:							Funded Interest Bonds, coupon	469,106	7	March & Sept.	"	178-'83	...
1st Mortgage, s.k.g. fd., guar.	600,090	7	Jan. and July.	New York.	1890	....	Equipment Bonds, registered	375,000	10	"	"	1883	86
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888	1,000,000	7	April & Oct.	"	1888	...
Company bonds (debentures)	630,000	7	Jan. & July.	Augusta	178-'90	....	1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	"	1892	...
Ullman, Clinton & Springfield:							2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	177-'82	...
1st Mortgage gold	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold	1,000,000	8	Jan. & July.	"	1892	....	1st Mortgage		7	Jan. & July.	New York.	1919	...
Goshen and Deckertown (Erie):							1st Mortgage	2,000,000	7	March & Sept.	"	1919	...
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage		7	April & Oct.	"	1919	...
Grand Rapids & Indiana:							2d Mortgage	1,000,000	7	"	"	1900	...
1st Mortgage L. G. guar. gold...	4,000,000	7	Jan. & July.	New York.	1899	85	Equipment Mortgage	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1890	...
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage	81,000	8	May & Nov.	"	1886	...
2d Mortgage, guar. by Lessees...	600,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	83
Equipment Bonds \$500,000	2,500,000	6	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6	Jan. & July.	"	1920	....	1st Mort., \$15,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military b'ds \$1,200,000	6,000,000	6	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5	Jan. & July.	"	Irred.	....	1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	...
2d Preference Bonds \$2,327,808	11,639,040	4	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,183,910	35,819,550	4	"	"	"	....	1st Mortgage gold, s.kg fund...	600,000	7	Jan. & July.	New York.	1890	103
Provincial Debenture's \$3,111,500	15,557,500	....		Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.	1,317,000	8	Jan. & July.	New York.	1885	90
Mortgage Bonds \$127,000	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	310,000	8	May & Nov.	"	1890	...
Mortgage Bonds \$547,000	2,735,000	5	April & Oct.	"	177-'78	....	2d Mortgage guar.	188,000	8	March & Sept.	"	1878	...
New Bonds \$1,000,000	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	51
Debenture Bonds \$1,743,160	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1869:							1st Mortgage	610,000	7	Jan. & July.	New York.	1902	...
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	106	Jacksonville, Pensac. and Mobile:						
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	65	1st Mortgage	472,000	7	Jan. & July.	New York.	1880	...
Green Bay and Minnesota:							2d Mortgage	2,000,000	8	"	"	1899	...
1st Mortgage	2,400,000	7	Feb. & Aug.	.....	1900	....	Jamestown & Frank. (L. E. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	...
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	181-'86	....	2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894	...
1st Mortgage not guaranteed.	376,768	7	"	"	181-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	...
Gulf Western Texas and Pacific:							1st Mort. (Carbondale Section)	2,000,000	7	"	"	1899	...
1st Mortgage (Construction)	1,386,000	7	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian.						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	...
1st Mortgage	875,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	...
2d Mortgage	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	...
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	80	1st Mortgage	250,000	7	Jan. & July.	New York.	1913	...
2d Mortgage	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	...
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	177-'94	103	1st Mortgage s.kg fund guar.	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan	1,500,000	6	"	"	187-'88	105	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)	3,798,000	8	March & Sept.	"	1885	91	1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R.R. 16 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	90	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	...
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	...	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	106	1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	...
Hartford, Providence and Fishkill:							Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (R. I. 26.32 m.) s.kg fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mortgage guar. by lessees	710,000	8	May & Nov.	New York.	1889	...
1st Mort. (Conn. 96.34 m.) s.kg f'd.	1,674,500	7	"	Hartford.	1876	....	2d Mortgage	70,000	8	"	"	1889	...
Holly, Wayne & Monroe (F. & P. M.):							Kalamazoo & White Pigeon:						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	87
Holyoke and Westfield:							Kansas City and Cameron:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	90
Houston:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage	100,000	7	Feb. & Aug.	New York	1885	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	...
2d Mortgage of 1868	300,000	8	April & Oct.	Brpt. & Bost.	1889	....	2d Mort. (")	150,000	10	"	"	1878	...
Equipment Bonds	160,000	7	"	Bridgeport.	1883	....	1st Mort. (St. Jo. & CR. 78 m) conv.	1,400,000	10	March & Sept.	"	1902	...
Houston and Texas Central:							1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mortgage L.G. s.kg fund, gold.	7,479,000	7	Jan. & July.	New York.	1881	....	1st Mort. (")	1,000,000	7	March & Sept.	"	1890	...
1st Mortgage (Western Div.)	2,500,000	7	"	"	1903	....	Consolidated Mort. (250m) conv.	887,000	7	March & Sept.	"	1890	...
Consolidated Mortgage	2,700,000	8	April & Oct.	"	1912	....	New Consol. Mort. for \$8,000,000	947,000	8	Feb. & Aug.	Boston.	...	
Wadon R. ver (N. Y. Con. & H. R.):							Kansas City & Santa Fe (L. L. & G.)						
1st Mortgage sinking fund	1,794,000	7	June & Dec.	New York.	1885	113	1st Mortgage for \$2,000,000	720,000	10	May & Nov.	Boston.	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	64	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	38,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	85,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	97
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1888	90
Keokuk and St. Paul (C.B. & Q.)							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
Laf. Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,800,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf. Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Reg'd'd.	6,650,000	7	J. A. J. & O.	"	1900	106	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupot.	3,395,000	7	Jan. & July.	"	1900	97	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	9,105,000	7	June & Dec.	"	1903	93	1st Mort. (Belfast & Moosehead)	180,000	7*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1892 (Reg. & Coupon)	3,395,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1878	....
1st Mort. (Mich. So. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885	....	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	2,682,300	7	"	"	1877	....	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	....	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	819,000	7	April & Oct.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,000,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1898	....	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	83
1st M. (Det'it, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1896	82
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	Marietta, Pittsburg & Cleveland:						
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	433,000	7	"	"	1884	....	Marquette, Houghton & Ontonagon						
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jan. & Dec.	New York.	1892	89
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-03	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Massachusetts Valley (O. & P. R.):						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,200,000	10	"	"	1902	....	Massillon & Cleva. (C.M. V. & D.)						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	358,000	7	Feb. & Aug.	New York.	1895	....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Fac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leavenworth, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,314,142	6	"	"	73-78	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	109	Michigan Air Line (Mich. Cent.)						
1st Mortgage (") reg....	5,000,000	6	"	"	1898	109	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
2d Mortgage for \$3,000,000.....	6,000,000	7	March & Sept.	"	1910	112	Michigan Central:						
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	91	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	....
General Mort., registered.....	5,000,000	6*	"	"	1922	87	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	113
Lewis, Centre & Spruce C. (P. & E.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	86
Lexington & St. Louis (A. & F.):							Equipment Bonds for \$80						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	...	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1888	...
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	Detroit.	1890	...	1st Mortgage.	1,500,000	8	April & Oct.	"	1890	...
Minnesota and North Western:							2d Mortgage for \$5,000,000.	3,000,000	7*	Jan. & July.	"	1912	...
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	"	1886	...	Consol. Mort. for \$8,000,000.	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	...
Mississippi Cent. (N.O. St. L. & Chi.)	1,012,500	7	May & Nov.	New York.	74-'84	...	New Orleans, Mobile and Texas:	7,250,000	8	"	New York.	1915	...
1st Mortgage.	2,000,000	8	Feb. & Aug.	"	1912	...	1st Mort. (Mobile to N. Orleans)	2,825,000	8	"	"	1915	...
2d Mortgage.	3,708,500	7*	May & Nov.	"	1912	...	2d Mort. endorsed by Louisiana.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	...
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	"	1900	...	New York, Boston and Montreal:	4,000,000	6*	May & Nov.	London.	1904	...
Mississippi, Ouachita & Red Riv.	600,000	7	April & Oct.	Memphis.	1876	...	1st Mortgage for \$12,250,000.	6,632,900	6	May & Nov.	New York.	1883	104
1st Mortgage gold.	1,254,000	8	Jan. & July.	"	81-'93	...	New York & Canada (D. & H.C.)	74,500	6	May & Nov.	"	1883	104
Mississippi and Tennessee:	430,547	8	"	"	...	...	1st Mort. for \$800,000, guar.	592,000	6	"	"	1883	104
1st Mortgage.	800,000	7	Feb. & Aug.	New York.	1902	...	New York Central & Hudson R.	162,000	6	"	"	1883	104
Consolidated Mortgage.	2,000,000	7	June & Dec.	"	1910	...	Debt Certificates (N. Y. Cent.)	2,391,000	6	June & Dec.	"	1887	104
Tennessee State Loan.	2,000,000	7	June & Dec.	"	1910	...	Bonds for R. R. Stocks (")	1,794,000	7	"	"	1885	113
Mississippi Valley and Western:	2,000,000	7	June & Dec.	"	1910	...	Bonds for Real Estate (")	1,950,000	7	April & Oct.	"	1891	...
1st Mortgage \$20,000 p. m.	2,000,000	7	June & Dec.	"	1910	...	Bonds of 1884 renewed (")	18,465,000	7	Jan. & July.	"	1903	118
Missouri, Iowa and Nebraska:	2,000,000	7	June & Dec.	"	1910	...	2d Mort. (Hudson River) S. F.	9,733,333	6*	"	London.	1903	...
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	...	Bonds of 1871, tax free.	103,000	6	Feb. & Aug.	New York.	1893	...
Missouri, Kansas and Texas:	382,000	7*	June & Dec.	"	1903	...	1st Mort. coup. for \$30,000,000	107,704	7	Jan. & July.	"	1881	...
1st Mort. (U. Pac. S. Br.) skg fund	10,418,000	7*	Feb. & Aug.	"	1904	55	1st Mort. reg'd for \$20,000,000	10,500,000	7	May & Nov.	"	1900	119
1st Mort. (Teb. & Neesho) S. F.	2,500,000	7	"	"	1905	...	Consol. Mort. of 1872 coupon.	249,000	7*	April & Oct.	New York.	1902	...
Consol. Land Grant, skg fd gold	600,000	7	"	"	1905	...	Consol. Mort. of 1874 reg.	2,500,000	7*	Jan. & July.	New York.	1902	...
Additional Consol. Mort.	5,000,000	10	Jan. & July.	New York.	1899	02	New York, N. Haven & Hartford:	2,000,000	7	"	New York.	1903	...
Further Add. Consol. Mort.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	...	1st Mort. (Harlem & Portchester)	923,000	7	March & Sept.	Boston.	1884	...
Missouri River, Ft. Scott & Gulf:	377,500	7	Jan. & July.	Savannah.	1876	...	New York and New England:	343,000	7	Jan. & July.	"	1905	...
1st Mortgage, Land Grant, S. F.	300,000	8	"	New York.	1889	...	1st mortgage, old.	8,000,000	7*	Jan. & July.	New York.	1894	...
2d Mortgage.	33,500	8	"	Savannah.	1887	...	1st mortgage, new.	2,500,000	7	May & Nov.	"	1895	...
Mobile and Girard:	2,434,000	8*	May & Nov.	New York.	1900	...	2d Mortgage convertible.	1,500,000	7	"	"	1896	...
1st Mortgage.	900,000	8	"	"	1900	...	2d Mortgage non-convertible.	3,500,000	7	"	"	...	...
Mobile and Ohio:	5,686,000	6*	May & Nov.	Mobile & Lond.	1883	...	3d Mort., Equipment.	2,425,000	7	"	"	...	...
1st Mortgage Sterling.	1,024,200	8	"	Mobile.	76-'83	...	1st Mort. (West. Extension).	1,200,000	7	"	"	...	...
Interest bonds.	769,920	6*	Jan. & July.	N. Y. & Lond.	1901	...	Consolidated Mortgage.	78,000	6	Feb. & Aug.	New York.	1878	...
Sterling Interest bonds.	1,088,000	7*	Jan. & July.	N. Y. & Lond.	1901	...	Extension Bonds.	250,000	6	May & Nov.	"	78-'81	...
Tennessee Substitution Bonds.	53,000	8	May & Nov.	Mobile.	1877	...	General Mort. for \$1,000,000.	837,000	7	Jan. & July.	"	1899	...
2d Mortgage.	1,453,858	7*	Jan. & July.	N. Y. & Lond.	1904	...	Norfolk & Petersburg (A.M. & O.):	304,000	8	Jan. & July.	New York.	1877	86
Consol. Mort. for \$15,000,000.	977,550	6	M. J. S. & D.	New York.	...	...	1st Mortgage.	157,000	7	"	"	1877	84
Montclair (N. Y. and O. Mid.):	1,800,000	7*	March & Sept.	New York.	...	...	2d Mortgage.	454,000	8	"	Norfolk.	1893	70
1st Mortgage gold, guar.	780,000	7	"	"	...	...	North Carolina:	375,000	8	May & Nov.	Co's Sheps, N.C.	1878	...
2d Mortgage.	898,400	7	"	"	...	...	1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	...
Income Mortgage.	127,000	7	May & Nov.	New York.	1888	...	2d Mortgage.	292,500	8	"	"	1899	...
Montgomery and Erie (Erie):	47,000	7	April & Oct.	"	1887	...	North Missouri (St. L., K. C. & N.):	3,000,000	7	Jan. & July.	New York.	1895	101
1st Mortgage.	1,040,000	8*	March & Sept.	New York.	1886	...	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.	330,000	8	June & Dec.	"	1900	...	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	111
Monticello and Port Jervis:	500,000	7*	J. A. J. & O.	New York.	1890	...	General Mortgage.	2,035,000	7	Jan. & July.	"	1903	103
1st Mortgage gold, tax free.	5,000,000	7	May & Nov.	New York.	1914	115	North Shore (Wash., N.S. & Cent):	133,000	7	Feb. & Aug.	New York.	1887	...
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1891	107	Northern Central:	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	...
Convertible bonds.	384,000	7	Jan. & July.	"	1900	...	1st Mortgage, Md. State loan.	1,490,000	6	Jan. & July.	Baltimore.	1885	102
Construction bonds.	678,000	7	Feb. & Aug.	"	1889	...	2d Mortgage S. F. Coupon.	1,128,000	6	April & Oct.	Phila. & Balt.	1900	100
Gen'l M. (1st on Boston Br.) gr.	4,991,000	7	April & Oct.	"	1901	99	Mortgage Coupon.	2,596,000	6*	Jan. & July.	Baltimore.	1900	85
Special Mortgage.	1,025,000	7	"	"	1915	35	Mortgage registered.	206,000	6*	April & Oct.	"	1900	...
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	35	Consol. General Mort. S. F.	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	...
Nashville, Chattanooga & St. Louis:	1,100,000	6	Jan. & July.	New York.	74-'83	...	Second General Mort. coupon.	3,600,000	6	"	Baltimore.	1926	...
1st Mort. endorsed by Tenn.	1,000,000	4	"	"	81-'91	...	Northern New Jersey (Erie):	1,900,000	7	Jan. & July.	Jersey City.	1878	...
2d Mort. (Held by U. S. Gov.)	4,700,000	7	"	"	1913	84	Northern Pacific:	30,097,500	7.3	Jan. & July.	New York.	1900	114
New Mortgage.	1,900,000	7	Jan. & July.	New York.	1900	84	1st Mort. on R.R. & lands gold.	140,000	6	Jan. & July.	Baltimore.	1885	100
Nashville and Decatur (L. & N.):	205,000	6*	April & Oct.	Nashville.	1887	...	2d Mort., assumed by B. and O.	3,500,000	7*	March & Sept.	New York.	1915	...
1st Mortgage sinking fund, guar.	200,000	6*	Feb. & Aug.	Boston.	1892	102	Norwich & Worcester (H. & E.):	400,000	6*	Jan. & July.	Boston.	1877	...
2d Mortgage gold.	600,000	7	Jan. & July.	New York.	1891	...	1st Mort. Mass. Loan, skg. fd.	240,000	7	"	"	1877	...
Nashua and Lowell:	800,000	7*	May & Nov.	New York.	1889	98	Construction Bonds.	150,000	7	Jan. & July.	New York.	1890	...
Bonds for freight depot.	171,500	6	Jan. & July.	Boston.	1881	98	Nyack and Northern:	300,000	8	Jan. & July.	Boston.	1878	95
New Bedford:	400,000	6	"	"	1894	105	Equipment Mortgage.	200,000	8	"	"	1879	95
1st Mort. (New Bed. & Taunton)	525,000	7	Various.	New Haven.	98-'00	...	Sinking Fund Bonds.	468,000	8	March & Sept.	"	1890	95
New Issue for \$360,000.	3,000,000	7	May & Nov.	New York.	1889	...	Ohio and Mississippi:	3,087,000	7	Jan. & July.	New York.	1896	88
New Haven and Derby:	2,000,000	7	"	"	1881	...	Consolidated Mort. Bonds.	3,478,000	7	"	"	1896	86
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	...	Consolidated Mort., Sterling.	112,000	7*	"	London.	1896	...
2d Mortgage (coup. & reg.)	750,000	6	April & Oct.	"	80-'82	...	2d Consol. Mort. & S. F. Bonds.	3,884,000	7	April & Oct.	New York.	1911	32
New Haven and Northampton:	200,000	7	"	"	1891	...	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	...
1st Mortgage.	2,000,000	7*	Feb. & Aug.	New York.	1895	...	Debt Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	...
Convertible bonds, tax free.	1,500,000	7	"	"	1881	...	1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	"	1905	...
Holyoke and Westfield bonds.	500,000	7*	March & Sept.	N.Y. or Lond.	1893	...	Old Colony:	1,000,000	6	March & Sept.	Boston.	1896	102
New Jersey Midland (N.Y. & O.M.):	2,000,000	7	Jan. & July.	New York.	1889	21	Plain Bonds.	32,000	6	"	"	1884	99
1st Mortgage gold, guar.	1,000,000	6	April & Oct.	"	1881	...	Plain Bonds.	1,450,000	6	Feb. & Aug.	"	1897	...
2d Mortgage.	1,500,000	7	"	"	1881	...	New Bonds for \$3,000,000.	1,692,000	7	March & Sept.	"	1894	111
New Jersey and New York:	500,000	7*	March & Sept.	N.Y. or Lond.	1893	...	Cape Cod Railroad Bonds.	265,500	7	Feb. and Aug.	"	1881	101
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	...							
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1885	...							
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	...							
Consol. Mort. for \$7,000,000	3,393,000	7	April & Oct.	"	1903	...							
Income Mortgage.	750,000	7	"	"	1881	...							
New Jersey West Line:	3,000,000	7*	May & Nov.	New York.	1900	...							
1st Mort. gold, for \$3,000,000	300,000	6	April & Oct.	New York.	1885	...							
2d Mortgage.	500,000	7	June and Dec.	"	1882	...							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1898	85	Mortgage Loan, convertible.....	261,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	"	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	"	"	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	"	"	1900	....
1st Mortgage \$20,000 p. m.....	1,084,000	8	June & Dec.	Boston.	1896	97	Pickering Valley (Phila. & Rdg.):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. O., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)...	778,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	...	....	1st Mort. (Steub. & Ind.) conv....	3,000,000	6	Monthly.	New York.	1884	88 1/2
Osgo Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	77
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	118
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	112 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
Owensboro' and Russellville.							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	100	2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	"	1891	90	2d Mortgage (Series M).....	800,000	7	April & Oct.	"	1912	102
3d Mortgage.....	4,000,000	7	May & Nov.	"	....	....	Construct'n bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch)...	500,000	6 1/2	April & Oct.	"	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'lville)...	4,000,000	7	Jan. & July.	Baltimore.	1898	93
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
General Mortgage, stg £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,300,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensb. (Me. & N. H.):						
Pemberton & Hights (U.C. of N.J.):							1st Mort. (Maine Section) gold....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,000,000	140,000	6 1/2	May & Nov.	"	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	May & Nov.	"	1900	....	Portland and Oxford Central:						
Mortgage.....	540,000	7	Feb. and Aug.	New York.	1891	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	108	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	....
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	92 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,105	6 1/2	April & Oct.	Philadelphia.	177-90	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	"	"	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	49
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	"	"	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1890	109 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1880	....
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1880	107 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg.):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	179-99	84 1/2	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	114
2d Mortgage.....	500,000	8	"	"	1902	....	2d Mortgage.....	150,000	7	"	"	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)...	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,793,500	7	May and Nov.	"	1921	92
1st Mortgage (Md. Div. 91 m.)...	300,000	6	"	"	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	.....	"	....	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	"	"	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							1st Mortgage State Loan, skg fund..	800,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage.....	5,000,000	6	"	"	1881	102 1/2	1st Mort. (Peldmont Branch)...	500,000	8	.....	"	1889	....
1st Mortgage.....	3,000,000	7	Jan. & July.	"	1888	94	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1915	....
General Mort. for \$20,000,000.....	7,652,000	6 1/2	"	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,76					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,600	7	"	New York.	'78-'86	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	2,500	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	5*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	116	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	"	1894	110	South and North Alabama:						
1st Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort. guar. by L. & N.	21,038,000	6*	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	68	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	72
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	90	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	86
1st Mort. (Calro, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	60
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	42 1/2
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,229,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. " " " " " "	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'86	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1889	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watb.) 80m.	866,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	418,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois St. Eastern:						
2d M. (do.) R. R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's P.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stantead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,801,000	7	Jan. & July.	New York.	1900	91	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97 1/2
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,300,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	310,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,500,000.....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Home and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	86
Bhamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.).....	1,900,000	7	Feb. and Aug.	"	1896	89
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	30
Hiboygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.										

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pae):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1899	109
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....
1st Mortgage gold, tax free.....	27,232,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	105	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	90	West Jersey:						
3d Mortgage Sinking Fund.....	14,188,000	8	March & Sept.	New York.	1894	97	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling..	2,279,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Balem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....
2d Mortgage (Gov. subdly).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1890	103
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. land gr. gold skg fund	3,900,000	7	Jan. and July.	N.Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	7	"	"	1902	....
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	White Water Valley:						
Sterling Loan \$369,200 (U. Co's)	1,844,000	5	"	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$360,000 (")	1,800,000	6	"	"	1894	....	Wico Mico and Pocumoke:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	Williamston and Tarboro':						
3ond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Sterling S.F. \$262,000 (C. & A.)	1,310,000	6	Feb. and Aug.	Philadelphia.	1883	103	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Princeton.	1889	108	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	81
Loan of 1889 (")	866,000	6	June & Dec.	Philadelphia.	1889	109	Wilmington and Reading:						
Mort. Loan (")	5,000,000	6	May and Nov.	New York.	1873	....	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	N. Y. (Over Due.)	....	....	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	"	....	....	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1890	100
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7	J. A. J. & G.	Phil. & Wilm.	1892	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	88
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,875,000	7	June & Dec.	"	1906	....
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7	Jan. and July.	Boston.	1901	86
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	"	"	1885	103	Worcester and Naahna:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
General { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	185,300	6	Various	"	'81-'87	....
2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
Mortgage { 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.)...	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1889	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A.M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	82
1st Mortgage.....	491,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L.C. & N.):						
3d Mortgage.....	990,000	6	"	"	1884	79	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	90
5th Mortgage.....	900,000	6	March & Sept.	"	1890	80	Delaware and Hudson:						
Registered Certificates.....	116,000	8	Jan. and July.	"	1875	....	1st Mort. 1st series, Nov. 1, '07	1,500,000	7	May and Nov.	New York.	1877	100
Funded Interest.....	210,000	8	"	"	1880	....	regis. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	90
Walkill Valley (Erie):							tered. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	92
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	90
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	94
Warren & Franklin (F. T. & B.):							Convertible Debentures.....	41,550	6	"	"	1882	94
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	92
Warwick Valley (Erie):							1st Mortgage, registered.....	5,281,963	6	J. A. J. & O.	"	1882	102
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,658,500	6	June & Dec.	"	1897	87
1st Mortgage.....	150,000	9	May and Nov.	New York.	1888	....	Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
1st Mort. (O. Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	88	Greenwood Mortgage Loan.....	140,000	8	Apr. and Oct.	"	1877	....
2d Mort. (").....	350,000	7	"	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	89	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (").....	1,200,000	6	Jan. and July.	"	1875	78	Morris (and Banking):						
3d Mort. (").....	600,000	8	May and Nov.	"	1873	60	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1878	90
4th Mort. (").....	700,000	8	March & Sept.	"	1880	33	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	103
Funded Coupons (do.)	722,664	....	"	"	....	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'93	....	1st Mortgage skg fund guar.....	2,865,000	6	Jan. and July.	Philadelphia.	1910	82
Washington and Ohio:							1st Mortgage (Wy. Val. Can.)...	600,000	6	"	"	1875	....
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	Schuylkill Navigation (Ph. & Rdg.)						
1st Mortgage for \$9,000,000.....	265,570	7	Apr. and Oct.	"	1901	35	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	84
Westchester and Philadelphia:							2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	111	Improvement bonds.....	260,000	6	May and Nov.	"	1913	....
Western North Carolina:							Boat and Car Loan.....	766,550	6	"	"	1913	....
1st Mortgage.....	825,000	8	Jan. and July.	....	1890	....	Boat and Car Loan.....	621,600	7	"	"	1915	88
Western of Alabama:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	67
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....	Susquehanna and Tide Water:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
2d Mortgage (consols guar.)...	1,153,000	8	"	"	1900	....	3d Mortgage (Susqueh. Canal)	1,211,000	6	"	"	1878	68
Income Mortgage.....	802,900	8	Various.	"	Var.	....	Pref. Int. Bds (").....	324,810	6	"	"	1894	....
Western Union Telegraph:							Union:						
1st Mortgage.....	9,200	7	May and Nov.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
Real Estate Bonds, Sink. Fund.	1,498,000	7	"	"	1902	....	West Branch & Susque. (Penn.):						
Bonds (S. F.) Conv. till May '98	3,988,000	7	"	"	1900	102	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1914	....
Sterling Bonds, Sinking Fund.....	1,101,160	6	March & Sept.	London.	1900	....	2d Mortgage.....	286,000	6	"	"	1898	....

[illegible]

[illegible]

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

occurring in the column headed "Rolling Stock" signified that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and runs *does* (—) signify "not ascertained." State-aid Railroads are distinguished by "A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.

Abstract of General Balance Sheet.	Value of Shares.	Market.	Par.	P.C.	Dividends.	Net.	Earnings.	Gross.	Freight.	Passengers.	Trains Moved.	Railroad Operated.	Accounts.	Surplus Income.	Liabilities.	Stocks.	Bonds.	Accounts and Cash.	Assets.	Property and Assets.	Rolling Stock.	Railroad.	Companies.	Engines.	Freight.	R. M. E.	Railroad in progress.	Branch Line.	Main Line.	Years ending.	Sept. 30, 1878.	Oct. 31, 1878.	Nov. 30, 1878.	Dec. 31, 1878.	Jan. 31, 1879.	Feb. 28, 1879.	Mar. 31, 1879.	Apr. 30, 1879.	May 31, 1879.	Jun. 30, 1879.	Jul. 31, 1879.	Aug. 31, 1879.	Sept. 30, 1879.	Oct. 31, 1879.	Nov. 30, 1879.	Dec. 31, 1879.	Jan. 31, 1880.	Feb. 28, 1880.	Mar. 31, 1880.	Apr. 30, 1880.	May 31, 1880.	Jun. 30, 1880.	Jul. 31, 1880.	Aug. 31, 1880.	Sept. 30, 1880.	Oct. 31, 1880.	Nov. 30, 1880.	Dec. 31, 1880.	Jan. 31, 1881.	Feb. 28, 1881.	Mar. 31, 1881.	Apr. 30, 1881.	May 31, 1881.	Jun. 30, 1881.	Jul. 31, 1881.	Aug. 31, 1881.	Sept. 30, 1881.	Oct. 31, 1881.	Nov. 30, 1881.	Dec. 31, 1881.	Jan. 31, 1882.	Feb. 28, 1882.	Mar. 31, 1882.	Apr. 30, 1882.	May 31, 1882.	Jun. 30, 1882.	Jul. 31, 1882.	Aug. 31, 1882.	Sept. 30, 1882.	Oct. 31, 1882.	Nov. 30, 1882.	Dec. 31, 1882.	Jan. 31, 1883.	Feb. 28, 1883.	Mar. 31, 1883.	Apr. 30, 1883.	May 31, 1883.	Jun. 30, 1883.	Jul. 31, 1883.	Aug. 31, 1883.	Sept. 30, 1883.	Oct. 31, 1883.	Nov. 30, 1883.	Dec. 31, 1883.	Jan. 31, 1884.	Feb. 28, 1884.	Mar. 31, 1884.	Apr. 30, 1884.	May 31, 1884.	Jun. 30, 1884.	Jul. 31, 1884.	Aug. 31, 1884.	Sept. 30, 1884.	Oct. 31, 1884.	Nov. 30, 1884.	Dec. 31, 1884.	Jan. 31, 1885.	Feb. 28, 1885.	Mar. 31, 1885.	Apr. 30, 1885.	May 31, 1885.	Jun. 30, 1885.	Jul. 31, 1885.	Aug. 31, 1885.	Sept. 30, 1885.	Oct. 31, 1885.	Nov. 30, 1885.	Dec. 31, 1885.	Jan. 31, 1886.	Feb. 28, 1886.	Mar. 31, 1886.	Apr. 30, 1886.	May 31, 1886.	Jun. 30, 1886.	Jul. 31, 1886.	Aug. 31, 1886.	Sept. 30, 1886.	Oct. 31, 1886.	Nov. 30, 1886.	Dec. 31, 1886.	Jan. 31, 1887.	Feb. 28, 1887.	Mar. 31, 1887.	Apr. 30, 1887.	May 31, 1887.	Jun. 30, 1887.	Jul. 31, 1887.	Aug. 31, 1887.	Sept. 30, 1887.	Oct. 31, 1887.	Nov. 30, 1887.	Dec. 31, 1887.	Jan. 31, 1888.	Feb. 28, 1888.	Mar. 31, 1888.	Apr. 30, 1888.	May 31, 1888.	Jun. 30, 1888.	Jul. 31, 1888.	Aug. 31, 1888.	Sept. 30, 1888.	Oct. 31, 1888.	Nov. 30, 1888.	Dec. 31, 1888.	Jan. 31, 1889.	Feb. 28, 1889.	Mar. 31, 1889.	Apr. 30, 1889.	May 31, 1889.	Jun. 30, 1889.	Jul. 31, 1889.	Aug. 31, 1889.	Sept. 30, 1889.	Oct. 31, 1889.	Nov. 30, 1889.	Dec. 31, 1889.	Jan. 31, 1890.	Feb. 28, 1890.	Mar. 31, 1890.	Apr. 30, 1890.	May 31, 1890.	Jun. 30, 1890.	Jul. 31, 1890.	Aug. 31, 1890.	Sept. 30, 1890.	Oct. 31, 1890.	Nov. 30, 1890.	Dec. 31, 1890.	Jan. 31, 1891.	Feb. 28, 1891.	Mar. 31, 1891.	Apr. 30, 1891.	May 31, 1891.	Jun. 30, 1891.	Jul. 31, 1891.	Aug. 31, 1891.	Sept. 30, 1891.	Oct. 31, 1891.	Nov. 30, 1891.	Dec. 31, 1891.	Jan. 31, 1892.	Feb. 28, 1892.	Mar. 31, 1892.	Apr. 30, 1892.	May 31, 1892.	Jun. 30, 1892.	Jul. 31, 1892.	Aug. 31, 1892.	Sept. 30, 1892.	Oct. 31, 1892.	Nov. 30, 1892.	Dec. 31, 1892.	Jan. 31, 1893.	Feb. 28, 1893.	Mar. 31, 1893.	Apr. 30, 1893.	May 31, 1893.	Jun. 30, 1893.	Jul. 31, 1893.	Aug. 31, 1893.	Sept. 30, 1893.	Oct. 31, 1893.	Nov. 30, 1893.	Dec. 31, 1893.	Jan. 31, 1894.	Feb. 28, 1894.	Mar. 31, 1894.	Apr. 30, 1894.	May 31, 1894.	Jun. 30, 1894.	Jul. 31, 1894.	Aug. 31, 1894.	Sept. 30, 1894.	Oct. 31, 1894.	Nov. 30, 1894.	Dec. 31, 1894.	Jan. 31, 1895.	Feb. 28, 1895.	Mar. 31, 1895.	Apr. 30, 1895.	May 31, 1895.	Jun. 30, 1895.	Jul. 31, 1895.	Aug. 31, 1895.	Sept. 30, 1895.	Oct. 31, 1895.	Nov. 30, 1895.	Dec. 31, 1895.	Jan. 31, 1896.	Feb. 28, 1896.	Mar. 31, 1896.	Apr. 30, 1896.	May 31, 1896.	Jun. 30, 1896.	Jul. 31, 1896.	Aug. 31, 1896.	Sept. 30, 1896.	Oct. 31, 1896.	Nov. 30, 1896.	Dec. 31, 1896.	Jan. 31, 1897.	Feb. 28, 1897.	Mar. 31, 1897.	Apr. 30, 1897.	May 31, 1897.	Jun. 30, 1897.	Jul. 31, 1897.	Aug. 31, 1897.	Sept. 30, 1897.	Oct. 31, 1897.	Nov. 30, 1897.	Dec. 31, 1897.	Jan. 31, 1898.	Feb. 28, 1898.	Mar. 31, 1898.	Apr. 30, 1898.	May 31, 1898.	Jun. 30, 1898.	Jul. 31, 1898.	Aug. 31, 1898.	Sept. 30, 1898.	Oct. 31, 1898.	Nov. 30, 1898.	Dec. 31, 1898.	Jan. 31, 1899.	Feb. 28, 1899.	Mar. 31, 1899.	Apr. 30, 1899.	May 31, 1899.	Jun. 30, 1899.	Jul. 31, 1899.	Aug. 31, 1899.	Sept. 30, 1899.	Oct. 31, 1899.	Nov. 30, 1899.	Dec. 31, 1899.	Jan. 31, 1900.	Feb. 28, 1900.	Mar. 31, 1900.	Apr. 30, 1900.	May 31, 1900.	Jun. 30, 1900.	Jul. 31, 1900.	Aug. 31, 1900.	Sept. 30, 1900.	Oct. 31, 1900.	Nov. 30, 1900.	Dec. 31, 1900.	Jan. 31, 1901.	Feb. 28, 1901.	Mar. 31, 1901.	Apr. 30, 1901.	May 31, 1901.	Jun. 30, 1901.	Jul. 31, 1901.	Aug. 31, 1901.	Sept. 30, 1901.	Oct. 31, 1901.	Nov. 30, 1901.	Dec. 31, 1901.	Jan. 31, 1902.	Feb. 28, 1902.	Mar. 31, 1902.	Apr. 30, 1902.	May 31, 1902.	Jun. 30, 1902.	Jul. 31, 1902.	Aug. 31, 1902.	Sept. 30, 1902.	Oct. 31, 1902.	Nov. 30, 1902.	Dec. 31, 1902.	Jan. 31, 1903.	Feb. 28, 1903.	Mar. 31, 1903.	Apr. 30, 1903.	May 31, 1903.	Jun. 30, 1903.	Jul. 31, 1903.	Aug. 31, 1903.	Sept. 30, 1903.	Oct. 31, 1903.	Nov. 30, 1903.	Dec. 31, 1903.	Jan. 31, 1904.	Feb. 28, 1904.	Mar. 31, 1904.	Apr. 30, 1904.	May 31, 1904.	Jun. 30, 1904.	Jul. 31, 1904.	Aug. 31, 1904.	Sept. 30, 1904.	Oct. 31, 1904.	Nov. 30, 1904.	Dec. 31, 1904.	Jan. 31, 1905.	Feb. 28, 1905.	Mar. 31, 1905.	Apr. 30, 1905.	May 31, 1905.	Jun. 30, 1905.	Jul. 31, 1905.	Aug. 31, 1905.	Sept. 30, 1905.	Oct. 31, 1905.	Nov. 30, 1905.	Dec. 31, 1905.	Jan. 31, 1906.	Feb. 28, 1906.	Mar. 31, 1906.	Apr. 30, 1906.	May 31, 1906.	Jun. 30, 1906.	Jul. 31, 1906.	Aug. 31, 1906.	Sept. 30, 1906.	Oct. 31, 1906.	Nov. 30, 1906.	Dec. 31, 1906.	Jan. 31, 1907.	Feb. 28, 1907.	Mar. 31, 1907.	Apr. 30, 1907.	May 31, 1907.	Jun. 30, 1907.	Jul. 31, 1907.	Aug. 31, 1907.	Sept. 30, 1907.	Oct. 31, 1907.	Nov. 30, 1907.	Dec. 31, 1907.	Jan. 31, 1908.	Feb. 28, 1908.	Mar. 31, 1908.	Apr. 30, 1908.	May 31, 1908.	Jun. 30, 1908.	Jul. 31, 1908.	Aug. 31, 1908.	Sept. 30, 1908.	Oct. 31, 1908.	Nov. 30, 1908.	Dec. 31, 1908.	Jan. 31, 1909.	Feb. 28, 1909.	Mar. 31, 1909.	Apr. 30, 1909.	May 31, 1909.	Jun. 30, 1909.	Jul. 31, 1909.	Aug. 31, 1909.	Sept. 30, 1909.	Oct. 31, 1909.	Nov. 30, 1909.	Dec. 31, 1909.	Jan. 31, 1910.	Feb. 28, 1910.	Mar. 31, 1910.	Apr. 30, 1910.	May 31, 1910.	Jun. 30, 1910.	Jul. 31, 1910.	Aug. 31, 1910.	Sept. 30, 1910.	Oct. 31, 1910.	Nov. 30, 1910.	Dec. 31, 1910.	Jan. 31, 1911.	Feb. 28, 1911.	Mar. 31, 1911.	Apr. 30, 1911.	May 31, 1911.	Jun. 30, 1911.	Jul. 31, 1911.	Aug. 31, 1911.	Sept. 30, 1911.	Oct. 31, 1911.	Nov. 30, 1911.	Dec. 31, 1911.	Jan. 31, 1912.	Feb. 28, 1912.	Mar. 31, 1912.	Apr. 30, 1912.	May 31, 1912.	Jun. 30, 1912.	Jul. 31, 1912.	Aug. 31, 1912.	Sept. 30, 1912.	Oct. 31, 1912.	Nov. 30, 1912.	Dec. 31, 1912.	Jan. 31, 1913.	Feb. 28, 1913.	Mar. 31, 1913.	Apr. 30, 1913.	May 31, 1913.	Jun. 30, 1913.	Jul. 31, 1913.	Aug. 31, 1913.	Sept. 30, 1913.	Oct. 31, 1913.	Nov. 30, 1913.	Dec. 31, 1913.	Jan. 31, 1914.	Feb. 28, 1914.	Mar. 31, 1914.	Apr. 30, 1914.	May 31, 1914.	Jun. 30, 1914.	Jul. 31, 1914.	Aug. 31, 1914.	Sept. 30, 1914.	Oct. 31, 1914.	Nov. 30, 1914.	Dec. 31, 1914.	Jan. 31, 1915.	Feb. 28, 1915.	Mar. 31, 1915.	Apr. 30, 1915.	May 31, 1915.	Jun. 30, 1915.	Jul. 31, 1915.	Aug. 31, 1915.	Sept. 30, 1915.	Oct. 31, 1915.	Nov. 30, 1915.	Dec. 31, 1915.	Jan. 31, 1916.	Feb. 28, 1916.	Mar. 31, 1916.	Apr. 30, 1916.	May 31, 1916.	Jun. 30, 1916.	Jul. 31, 1916.	Aug. 31, 191
------------------------------------	------------------	---------	------	------	------------	------	-----------	--------	----------	-------------	---------------	--------------------	-----------	-----------------	--------------	---------	--------	--------------------	---------	----------------------	----------------	-----------	------------	----------	----------	----------	-----------------------	--------------	------------	---------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	---------------	----------------	----------------	--------------

[illegible]

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

When a stock is occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" a dash (—) across the column signifies "nil" and running data (—) signifies "not ascertainable."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Year ending	Property and Assets				Liabilities				Operations				Value of Shares			
	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	M.	Trains Moved	Passengers		Freight	Gross	Net	Dividends
Sept. 30, 1875	1,000,000	324,263	225,703	1,504,206	1,000,000	418,500	22,452	1,504,206	102.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Oct. 31, 1875	4,993,646	324,263	225,703	1,504,206	4,000,000	1,171,000	189,327	1,504,206	88.2	825,560	1,067,404	912,003	278,949	60,000	100	100
Nov. 30, 1875	2,197,321	324,263	225,703	1,504,206	3,898,960	1,171,000	189,327	1,504,206	88.2	825,560	1,067,404	912,003	278,949	60,000	100	100
Dec. 31, 1875	1,833,640	324,263	225,703	1,504,206	3,898,960	1,171,000	189,327	1,504,206	88.2	825,560	1,067,404	912,003	278,949	60,000	100	100
Jan. 31, 1876	5,600,000	324,263	225,703	1,504,206	2,700,000	7,998,000	2,400,000	1,504,206	23.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Feb. 28, 1876	12,804,730	324,263	225,703	1,504,206	5,842,000	14,354,000	1,504,206	1,504,206	806.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Mar. 31, 1876	3,682,400	324,263	225,703	1,504,206	1,000,000	805,000	61,576	1,504,206	82.9	825,560	1,067,404	912,003	278,949	60,000	100	100
Apr. 30, 1876	18,919,070	324,263	225,703	1,504,206	2,332,600	80,620,330	683,000	1,504,206	23.5	825,560	1,067,404	912,003	278,949	60,000	100	100
May 31, 1876	2,458,983	324,263	225,703	1,504,206	2,000,000	605,000	124,021	1,504,206	60.4	825,560	1,067,404	912,003	278,949	60,000	100	100
June 30, 1876	5,799,921	324,263	225,703	1,504,206	5,077,000	805,000	124,021	1,504,206	122.0	825,560	1,067,404	912,003	278,949	60,000	100	100
July 31, 1876	17,832,754	324,263	225,703	1,504,206	24,080,000	12,859,000	946,297	1,504,206	618.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Aug. 31, 1876	9,616,053	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	206.5	825,560	1,067,404	912,003	278,949	60,000	100	100
Sept. 30, 1876	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Oct. 31, 1876	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Nov. 30, 1876	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Dec. 31, 1876	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Jan. 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Feb. 28, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Mar. 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Apr. 30, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
May 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
June 30, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
July 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Aug. 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Sept. 30, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Oct. 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Nov. 30, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Dec. 31, 1877	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Jan. 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Feb. 28, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Mar. 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Apr. 30, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
May 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
June 30, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
July 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Aug. 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Sept. 30, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Oct. 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Nov. 30, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Dec. 31, 1878	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Jan. 31, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Feb. 28, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Mar. 31, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Apr. 30, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
May 31, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
June 30, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
July 31, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Aug. 31, 1879	1,000,000	324,263	225,703	1,504,206	1,985,000	9,454,000	946,297	1,504,206	35.0	825,560	1,067,404	912,003	278,949	60,000	100	100
Sept. 30, 1879	1,000,000	324,263	225,703	1,504,206												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "Not ascertained."

[illegible]

Philadelphia Stock Exchange.
Closing Prices for the week ending July 2

W. 25, Th. 26, F. 27, Sat. 28, M. 29

W. 25, Th. 26, F. 27 Sat 28, M. 29

W. 25, Th. 26, F. 27 Sat 28, M. 29

	W. 25.	Th. 26.	F. 27.	Sat. 28.	M. 29.	Tu. 30.	Th. 31.
Allegheny Val. 7 5-10s.....						104	31.
7s, Income.....							
Camden & Am. 6s, 1888.....							
6s, 1889.....							
Mort. 6s, 1889.....	100	108					
Camden and Atlantic.....							109
Preferred.....							
1st mortgage.....							30
2d mortgage.....							
Catawissa.....							
Preferred.....							
New preferred.....							
7s, new.....		106					
Del. & Bound Brook.....							
7s.....							99
Elmira & Williamsport.....							
Preferred.....							
7s.....							
Hunt. & B. Top Mt.....							
Preferred.....							
2d mortgage.....							
Lehigh Navigation.....	17	17	17	17	17		
6s, 1884.....							
Gold Loan.....	87					87	
Railroad Loan.....							
Conv. Gold Loan.....							
Lehigh Valley.....	33	34	34	34	34	34	33
6s, new, coupon.....	109	109					
6s, new, registered.....	109						
7s.....							
Consol. mort. 6s.....							
Little Schuylkill.....							
Minehill & Sch. Haven.....	43	42	42				42
North Pennsylvania.....							
1st mortgage 7s.....	109	109	109				
2d mortgage 7s.....						167	
Gen'l mort. 7s, coup.....							
Gen'l mort. 7s, reg.....							
Northern Central.....							
Tennessee Va. R. R.	23	29	29	29	27	29	
1st mortgage.....							
Gen'l mortgage.....							
Gen'l mort. reg.....		106			106		
Consol. mort. 5s, reg.....							
Penn. & N. Y. Canal 7s.....							109
Penn. State 6s, 2d series.....							108
do. 3d series.....	111						109
do. 5s, new.....							
Philadelphia City, 6s.....							
6s, new.....	111	111	111	111	112		112
Phila. and Reading.....	11	12	12	12	12		12
Debenture bonds.....							
7s, of 1893.....			108				
7s, new convertible.....						43	
Gen'l mortgage 7s.....			96	96	95		
Gen'l mortgage, reg.....	95						
Philadelphia and Erie.....							7
1st mortgage, 6s.....							
2d mortgage, 7s.....							
Pittsb. Cin. & St. L. 7s.....							3
Pittsb. Titusv. & Buff. 6	6		6				
7s.....					56		58
Schuylkill Navigation.....							
Preferred.....							
6s, 1872.....							
6s, 1882.....	54				53		
6s, 1895.....							
United Co. of N. Jersey.....	131	131			130		
Hestonville, (Horse).....					11		
Chestnut & Wal. (do.).....							
Germanatown (do.).....							
Green and Conestoga (do.).....							
Lombard & 8th (do.).....							
2d and 3d streets (do.).....							
Spruce and Pine (do.).....							
13th and 15th sts (do.).....							

Baltimore Stock Exchange.

Closing Prices for the week ending July 31.

W.25.Th 26 F.27. Sat.28. M.30.Tu.31.

Baltimore and Ohio	89	89	101	101
6s, 1880	101	101	101	101
6s, 1885		103		
Central Ohio				
1st mortgage				
Marietta & Cincinnati				
1st mortgage, 7s	83			
2d mortgage, 7s				
3d mortgage, 8s	11			
Northern Central		13		13
2d mortgage, 6s 1885				102
3d mortgage, 6s, 1900				
6s, 1900, Gold		85		
Orange and Alex. 1st				
2d mortgage, 6s				
3d mortgage, 8s				
4th mortgage, 8s				
O., Alex. & Manassas 7s				
Pittab. & Connellsw. 7s			91	
Virginia 6s, Consol	63	63	63	63
Consol. Coupons	80	80		80
Deferred Certificates	5			
Western Maryland				
1st M., end. by Balt.				
2d M., do.				
3d M., do.				
1st M., unendorsed				
2d M., end. Wash. Co.				
2d Mort., preferred				
City Passenger R. R.				

New York Stock Exchange.

Closing Prices for the week ending Aug. 1.

Th. 26. F. 27. Sat. 28. M. 30. Tu. 31. W. 1

FEDERAL STOCKS:				
U. S. 4s, 1907, reg.....	106½	106½	106½	106½
U. S. 4s, 1907, coup.....	108½	108½	108½	108½
U. S. 4s, 1891, reg.....	108½	108½	108½	108½
U. S. 4s, 1891, coup.....	108½	108½	108½	108½
U. S. 5s, 10-40s, reg.....	112½	112½	112½	112½
U. S. 5s, 10-40s, coup.....	112½	112½	112½	112½
U. S. 5s, 1881, reg.....	109½	109½	109½	109½
U. S. 5s, 1881, coup.....	111½	111½	111½	111½
U. S. 6s, 1881, reg.....	110½	111½	111½	111½
U. S. 6s, 1881, coup.....	112½	112½	112½	112½
U. S. 6s, 5-20s, r. n. 1866	106½	106½	106½	106½
U. S. 6s, 5-20s, c. n. 1866	106½	106½	106½	106½
U. S. 6s, 5-20s, reg. 1867	109½	109½	109½	109½
U. S. 6s, 5-20s, c. 1867	109½	109½	109½	109½
U. S. 6s, 5-20s, reg. 1868	109½	109½	109½	109½
U. S. 6s, 5-20s, c. 1868	109½	109½	109½	109½
U. S. 6s, Pac. R. R. issue	125½	125½	125½	125½

—Closing Prices.—

	Closing Prices.	
	July 13.	July 20.
Atlantic & Gt. W. 1st mort., \$1,000..	20 - 22	20 - 22
Do. 2d mort., \$1,000.....	7 - 9	8 - 10
Do. 3d mort., \$1,000.....	3 - 4	3 1/2 - 4
Do. 1st mort. trust. certificates.....	20 - 22	20 - 22
Central Pacific of California 1st mort 104 -	106	104 - 106
Detroit & Milwaukee 1st mort. bonds 30 -	40	30 - 40
Do. 2d do. 30 -	40	30 - 40
Eric shares, \$100.....	7 - 7 1/2	7 1/2 - 8
Do. Reconstruction Assens. \$6 pd. 11 -	13	11 - 13
Do. do. \$4 pd. 10 1/2 -	11 1/2	11 - 12
Do. Preference Shares.....	16 - 18	16 - 18
Do. 7 Convertible Gold Bonds.....	35 - 37	35 - 37
Do. Reconstruction Trustees Cer.....	35 - 37	35 - 37
Do. 1st Consol. Mort. Sterling.....	74 - 76	75 - 77
Do. with Rec. T's Certs. of 6 Cou.....	71 - 73	72 - 74
Illinois Central 100 shares.....	55 - 57	55 - 57
Lehigh Valley Consol. mortgage.....	85 - 87	85 - 88
Marietta and Cincinnati Railway.....	100 - 102	100 - 102
N. Y. Cent. & Hud. Riv. Mt. bonds. 114 -	116	114 - 116
Do. 1st mortgage.....	92 - 94	90 - 92
Pennsylvania, \$50 shares.....	80 1/2 - 81	81 - 82
Do. 1st mortgage.....	99 - 101	99 - 101
Philadelphia and Reading \$50 shs.....	12 - 13	12 - 13
Pittsb. Ft. W. & Chic. Equip. bds. 100 -	102	100 - 102
Union Pacific Land Grant 1st mort. 100 -	102	102 - 104

Closing Prices for the week ending Aug. 1

American Railroad Journal

American Railroad Journal.

Saturday, August 4, 1877.

Financial and Commercial Affairs.

Affairs in the railway labor line have been in much more satisfactory position during the week. Most of the great carrying lines have been enabled to resume operations, the movements of produce and merchandise having been relieved from the embargo of the recent utterly mischievous strike. Financial and commercial dealings have been freed from the resulting influences. Money has again fallen to merely nominal rates, in the loan and discount market, in the absence of anything like an urgent inquiry for accommodation, whether for speculative or regular mercantile purposes. Call loans have been quoted here at $1\frac{1}{2}$ @ $2\frac{1}{2}$, with most of the important negotiations reported on the basis of two per cent; and very choice to prime mercantile credits are rated at $3\frac{1}{2}$ @ $5\frac{1}{4}$, mainly 4@5 per cent per annum. The City banks, last week, reported a further decrease in their specie reserve, as well as in their legal tender board, and the item of circulation, as also in that of loans and discounts, and the deposit average. The loan and discount average shows a reduction of \$1,762,600. The item of circulation of \$28,500, and of deposits \$1,748,700. The legal tender reserve was diminished \$174,500; and the specie average fell off \$995,700.

The City banks reported their average of gold last week at \$13,984,100, as against \$19,295,200 same date last year; and their greenback average at \$57,325,200, as against \$59,623,400 on July 29, 1876. Their deposits stood at \$221,064,900, against \$228,829,100 same time in 1876. The

loan item was \$249,162,600 against \$250,505,000 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$16,043,075, as against \$16,776,100 the preceding week, \$9,099,775 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$366,914,804, or a daily average of \$81,485,801.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$51,471,181, against \$47,174,383 the preceding week; and a coin board of \$83,305,544, against \$83,758,625 on the return of a week earlier. The Customs revenue of the port during the past week was \$1,788,000.

The liquidation of the national indebtedness in July was \$818,904.

The disbursements of the National Treasury in July (exclusive of interest or principal of public debt) were \$10,220,507.

The U. S. Sub-Treasury receipts in July were \$81,832,428 (of which \$7,432,259 from custom); payments, \$82,125,270, (of which \$13,335,685 of coin interest.)

The aggregate of the outstanding U. S. currency of all denominations, August 1st, was \$379,394,725. The outstanding amount of legal tender notes is \$359,764,332. The National bank circulation is now \$315,401,387 of currency notes and \$1,430,120 of national gold bank notes.

National Bank notes received at the Treasury Department in July for redemption were to the amount of \$21,838,200.

The income of the Government from internal revenues last week was about two millions, and during the fiscal year ending June 30, 1877, \$118,438,279, against \$116,700,732 in the preceding fiscal year; and from Customs last week about 2¼ millions, and in the last fiscal year \$180,439,419, against \$148,071,985 in the preceding fiscal year.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$9,811,956; special deposit of legal tenders for the redemption of certificates of deposit, \$55,447,000; Coin, \$97,803,955, including of Coin certificates, \$37,807,800.

Under instructions from the Secretary of the Treasury the U. S. Assistant Treasurer at New York was to sell \$1,000,000 in gold on Thursday, Aug. 2, at noon. The Secretary is represented as having remarked that he had no idea of selling \$5,000,000 of gold in August, but that the sale of \$1,000,000 on the date named was intended to redeem United States notes as an offset to the recent issue of national bank notes.

Gold has been less active, and generally weaker in price, the exciting war rumors from Europe on Monday not having made much impression on the market, even temporarily. The extremes of the price during the week have been 105¼@105¾, closing at 105¾, as against 105¼ on Wednesday of the preceding week. The scarcity of gold for prompt delivery was complained of early in the week. The lowest point yet touched by gold was 104¼, on Friday, March 2d. The specie outflow

last week was only \$375,000, making the total exports of specie hence since January 1, \$21,141,819, against \$37,595,998 the same time in the preceding year. The imports of specie at this port last week were \$166,780, and since January 1st have been \$7,680,958, as against \$2,593,492 same time last year. The Customs demand for gold last week averaged \$298,000 per day. Foreign Exchange has been in quite moderate request, leaving off weak. Bankers' sixty day bills on London closed on Wednesday at \$4 84¾@84 85½; sight bills on London at \$4 86¼@84 87½ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,217,603 as against \$5,168,729 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$1,596,105 of Dry Goods and \$4,621,498 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were \$5,140,795, against \$5,427,839 same week in 1876.

Government securities have been in moderately active demand but variable in price, influenced mainly by the course of Gold. At the close the market was quoted as a rule firm, leaving off on Wednesday as follows:

United States currency sixes, 124¾@125; do. 6s, 1881, registered, 111@111¼; do. coupon, 112@112¼; do. 1865, new, registered, 106¾@106¾; do. coupon, 106¾@106¾; do. 1867, registered, 108¾@109; do. coupon, 108¾@109; do. 1868, registered, 111@112; do. coupon, 111@112; do. ten-forties registered, 109¾@109¾; do. coupon, 112¾@113¼; do. five per cents 1881, registered, 109¾@109¾; do. coupon, 109¾@109¾; do. 4½ per cents, 1891, registered, 108¾@108¾; do. coupon, 108¾@108¾; do. 4 per cents, 1907, reg., 105¼@105½; Central Pacific Gold Bonds, 106¾@107¼.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$337,638,100, and \$18,782,500 as security for public deposits.

State and Railway bonds have been in rather better demand and quoted somewhat stronger as to price, in the instance of the more substantial loans. And in the line of Railway and Miscellaneous share property business has been brisker at generally high, though irregular prices; speculation rallying sharply after the release of the prominent railway lines from mob control.

Business has been fairly active in general trade lines with domestic produce however quoted lower, closing as a rule rather more firmly. Foreign merchandise has been comparatively quiet. Sugars lower.

Hardware and Boots and Shoes have been in moderate request, while Dry Goods have been more sought after with prices quoted generally steady for seasonable goods.

Metals have been very dull throughout, with prices quoted weak. Eglinton Pig Iron quoted at \$25 50; Glengarnock \$27 50; Coltness \$28 50@29; No. 1 American Pig at \$18@19; No. 2 do. at \$17@18; Forge \$16@17; American Rails at works \$32@35; Old Rails \$18@19. Wrought Scrap \$22@25. Steel Rails, on the basis of \$45 @48 at the mills. Ingot Copper quoted 19@19¼ for early delivery.

Ocean freights have been more active and for Grain room on berth and charter much stronger toward the close. Liverpool steamer rates at the close for Grain, 6¼@6½d. per bushel. Provisions, 25s.@50s.; Tallow, 20s.; Leather, 50s. Measurement Goods at 15s.@20s. per ton; Cotton, 1d. per lb., Liverpool, by sail. Cotton, 3-16; Grain, nominal. Oil Cake and Slate, 10s.@12s. 6d.; Measurement Goods 12s.@15s.; Tobacco 25s.@27s. 6d.; Grain rates on charter hence for Cork and orders left off at 5s.@9s. 6d.; for the Continent, at 6s. 6d. and from Baltimore for Cork and orders, 5s. 6d.@5s. 9d. as to time of loading and from Philadelphia at 5s.@5s. 6d. per quarter. Refined Petroleum hence for Cork and orders, 4s.@4s. 6d. for the Continent, 3s. 9d. @4s. 3d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Delaware and Hudson Canal reg. 7s, 1877, 100; Cedar Falls and Minnesota 1st mort., 78; Winona and St. Peter 2d mort., 68; South Pacific 1st mort., 72; East Tennessee, Virginia and Georgia 1st mort., 90; Canada Southern 1st mort., with int. coupon, 46; Central Pacific State Aid bonds, 108¼; Wabash R. R. Pur. Com. Receipts, 5¼; Dubuque and Sioux City R. R., 46; Kansas Pacific R. R., 1¾; Ontario Silver Mining, Co., 21¾; Maryland Coal, 9; Canton Co., 17½; Missouri 6s, long bonds, 106¼; Louisiana 7s, consol., 77¼; Virginia 6s, ex mat. coupon, 63; Brooklyn 6s, W. L., 108. The latest quotations are: Adams Exp., 97½@98; American Exp., 45 @45¾; Atlantic and Pacific Telegraph, 20@—; Central Railroad of New Jersey, 11¼@11¾; Chicago, Burlington and Quincy, 99@—; Chicago and Alton, 87¼@—; do. pref., 101@—; Chicago and Northwestern, 22¼@22¾; do. pref., 61¾@52; Chicago, Milwaukee and St. Paul, 25@25¼; do. pref., 60¾@60¾; Chicago, Rock Island and Pacific, 94¾@94¾; Cleveland, Columbus, Cincinnati and Indianapolis, 26½@—; Cleveland and Pittsburgh, 79½@80; Columbus, Chicago and Indiana Central, 2@2¼; Delaware and Hudson Canal, 40½ @40¾; Delaware, Lackawanna and Western, 41 @41¾; Erie, 8¼@8½; Hannibal and St. Joseph, 12@12¼; do. pref., 28¾@29; Illinois Central, 62¾@63; Lake Shore and Michigan Southern, 51¾@51¼; Michigan Central, 43¾@43¾; Morris and Essex, 68¼@68½; N. Y. Central and Hudson River, 93¼@93½; New York and Harlem, 138½@140; Ohio and Miss., 3@3¼; Pacific Mail, 20¾@21; Panama, 101@102½; Pittsburgh, Ft. Wayne and Chicago, 87@88; Quicksilver, 13¼@14; do. pref., 24¼@25; St. Louis, Iron Mountain, and Southern, 8¾@—; St. Louis, Kansas City and Northern, 3¼@—; do. pref., 22@—; Union Pacific, 62¾@63; U. S. Express, 41@42½; Wells-Fargo Express, 81¼@82; Western Union Telegraph, 70¾@70¾; Wabash, 5½@5¾.

Philadelphia.—West Chester and Philadelphia R. R. 7s, 111; Allegheny Valley R. R. 7s, 81; West Jersey R. R. 7s, 103½; Pennsylvania Canal 6s, 62; Belvidere Delaware 2d mort., 103; Philadelphia and Reading R. R. scrip, 52; Susq. Coal 6s, 73; Am. S. S. Co. 6s, 73; Philadelphia, Germantown and Norristown R. R., 91; Central Transp., 28½; Pittsburgh 7s, W. L., 103. The latest quotations are: City 6s, 107½@—; do. free of tax, 111¾@112¾; Pennsylvania State 6s, 2d series,

1023½@103¼; do. 3d series, 110¾@111; do. 5s, new loan, 109@110; Philadelphia and Reading, 12¼@123½; do. Gen'l mort. 7s, coup., 95½@96; do. reg., 95½@—; do. mort. 6s, 1880, 103@103½; do. 7s, new conv. 43@43; do. 7s, 1893, 107@—; United New Jersey R. R. and Canal Co., 129½@130½; Camden and Amboy mort. 6s, 1889, 108¾@109¼; Pennsylvania R. R., 26½@26¾; do. 1st mort., 105@105½; do. gen'l mort. coupon, 105@106; do. reg., 106¼@106½; do. Consol. mort. 6s, reg., 91@92; Little Schuylkill R. R., 35@—; Morris Canal, 49@56; do. pref., —@181; Susq. Canal 6s, —@40; Schuylkill Nav., 2@—; do. pref., 6@7; do. 6s, 1882, 52@54; do. 1872, 87@90; Elmira and Williamsport pref., 37@41; do. 7s, 100@—; do. 5s, 60@—; Lehigh Coal and Navigation, 17¾@17½; do. 6s, 1884, 101@102; do. R. R. loan 102@—; do. Gold Loan, 86@87; North Pennsylvania, 40@40; do. 6s, 106@107; do. 7s, 111@—; do. Gen'l mort. 7s, reg., 105½@—; Philadelphia and Erie, 7½@9; do. 6s, 102@—; do. 7s, 92@94; Minehill, 41¾@42½; Catawissa 5@—; do. pref., 27@30; do. new pref., 24@—; do. 7s, 1900, 104@107; Lehigh Valley, 33@33½; do. 6s, new coupon, 108@109½; do. reg., 109½@—; do. 7s, reg., 112@112½; do. consol. mort., 91@—; Fifth and Sixth streets (horse), 63@—; Second and Third, 63@—; Thirteenth and Fifteenth, 31@33; Spruce and Pine, 24¼@—; Green and Coates, 30@—; Chestnut and Walnut, 46@50; Hestonville, 11@11½; Germantown, 41@—; Union, 64@—; Lombard and South, 8@—; Ridge Avenue 43@—; Seventeenth and Nineteenth, 84@—.

Baltimore.—Baltimore City 6s, 1875, 102½; do. 1890, 112; do. 1902, new, 112½; do. 5s, qrlly, 99; Cincinnati 7.30s, Jan. and July, 104¼; Charleston, 6s, 70; Savannah 7s, 70; Maryland 6s, exempt, 118½; do. Defense 6s, 113; Baltimore and Ohio R. R., 1st pref., 96; Virginia and Tennessee 2d mort., 79; Richmond and Danville 1st mort., 73. The latest quotations are: Cincinnati and Baltimore, 7s, —@95; Wilmington and Weldon 7s, 99@—; Wilmington, Columbia and Augusta 7s, —@33; Richmond and Danville 1st mort., 72½@—; Pittsburg and Connellsville 7s, 1898, 90¾@91; Baltimore and Ohio, 91@100; do. 1st pref., 96@—; do. 2d pref., 86@88; do. 6s, 1880, 100¾@101; do. 1885, 102½@103½; Northern Central, 13@15; do. 6s, 1885, 101¼@102; do. 6s, 1900, 100@—; do. 6s, 1900, gold, 86@87; Marietta and Cincinnati 1st mort. 7s, 1892, 80@88; do. 2d mort. 7s, 30¼@32½; do. 3d mort. 8s, 10@11¼; Central Ohio, 22¼@—; do. pref., 35@36; do. 1st mort., 94@98½; Western Maryland 1st mort. 6s, 1890, 90@100; do. 1st mort. guar., 105@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., 65@81; do. 2d mort. guar. by Washington Co., 100@102; Virginia and Tennessee 2d mort. 6s, 78¼@80½; do. 3d mort. 8s, 80@81; Orange and Alexandria 1st mort. 6s, 78@82; do. 2d mort. 6s, 66@70; do. 3d mort. 8s, 40@50; do. 4th mort. —@50; Orange, Alex. and Manassas 7s, 61@65; Baltimore 6s, 1875, 102¾@102½; do. 1884, 111¾@112; do. 1886, 111¼@111½; do. 1886, new, 111¼@—; do. 1890, 111¼@112½; do. 1900, 113@113½; do. 1900, new, 112@113; do. 1902, 112@112½; do. 1902, new, 112@112½; do. 6s, exempt, 115@116; do. 1893, new, 114¼@115; do. 5s, 99@—; Maryland Defense

6s, 1888, 113@113½; do. 6s, 1890, 108@—; do. 6s, exempt, 113¼@113½; do. 5s, 97@—; Virginia consol. 6s, 63¾@63½; do. 2d series, 40@41½; Virginia Consol. coupons, 80@80½; West Virginia def. certifi., 5@5½; Baltimore City Passenger R. R., 33@—; Baltimore and Catonsville R. R., 14@14½; George's Creek Coal, 75@110; Maryland Coal, —@11; Atlantic Coal, 1.00@1.70; Canton Co., —@21; do. gold 6s, —@91; Santa Clara, 8¾@10.

Boston.—Vermont Central 1st mort., 10; Lowell and Andover 6s, 1894, 99¾; Cheshire 6s, 1896, 97¾; Rutland Equipment 7s, 47; Manchester and Lawrence R. R., 124; Summit Branch 10¼; Cheshire R. R. pref., 30; Connecticut and Passumpsic Rivers R. R. pref., 43½; do. 7s, 1893, 101; Quincy R. R. Bridge, 102½; Pullman Palace Car 7s, 1878, 98¾; Massachusetts 5s, 1893, gold, 112¾; do. 1880, 107; New Hampshire 6s, 1878, 102; Cincinnati 7.30s, 1902, 104; Norwich 5s, 104; Chicago 7s, 1881, —104½; do. 1892, 110½; St. Paul 7s, 1902, 105; St. Louis County 6s, gold, 108¼; St. Louis City 6s, 1887, 104½; Boston 6s, 1880, cur., 106¾; Toledo 7s, 1878, 101; International Mining Co., 30c.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors: also, Gold, Silver and foreign coins: Deposits received in Currency or Gold, and interest allowed on Balances: Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

ILLINOIS CENTRAL RAILROAD COMPANY,
New York, July 18, 1877.

A DIVIDEND OF TWO (2) PER CENT HAS been declared by this company, payable on the 1st day of September next, to the holders of the capital stock of this company as registered at the close of the 14th day of August next, after which, and until the 5th day of September, the transfer-books will be closed.
L. V. F. RANDOLPH, Treasurer.

Erie Railway.

Mr. Hugh J. Jewett, Receiver of the Erie Railway, filed on the 1st inst. in the County Clerk's office his reports for the months of April and May. In his April report he begins with a cash balance of \$565,757 67. During the month he borrowed on various certificates \$536,432 85, and paid off various certificates to the amount of \$426,795 07, and ended the month with a balance of \$388,102 17. The receipts during the month for freights were \$1,026,212 07, and for passengers, \$307,699 35, which, with other minor receipts, make a total receipt balance of \$2,613,261 40. The expenditures, including payment of Receiver's certificates, amounted to the last mentioned sum, less cash balance on hand. During the month of May there was received for freight \$1,870,601 97, and for passengers, \$349,179 88. There were sold receiver's certificates amounting to \$451,861 57, and Receiver's certificates redeemed to the amount of \$527,096 78. During the month the cash balance increased to \$440,451 24. At the end of the month the outstanding Receiver's certificates were \$1,983,740 08, as against \$1,949,336 88 on the 1st of April.

Foreign Anthracite Coal.

Anthracite coal is obtained in England, at Bidwell in Devonshire, at Walsall in Staffordshire, in the western division of the South Wales coal field, in Ireland, and near Edinburgh. Anthracite coal is also found in the coal fields of France, especially in the departments of Isere, the High Alps, Gard, Mayenne, and Sarth, and it is also raised in Belgium.

In South Wales Anthracite coal was used in 9 furnaces in blast, in 1864, out of 23 built; the quantity of anthracite iron made being 26,565 tons, out of a production of 839,502 tons.

The whole quantity of anthracite coal mined was 509,475 tons, viz: 146,000 tons in Pembroke-shire, and 363,475 tons in Carmarthen and Glamorganshire. Of this, 347,000 tons were shipped, and 162,475 tons were used for household purposes, for iron works, and sent off by railway to be used principally for malting.

The principal production of anthracite coal in the Kingdom of Great Britain, is that in Wales.

A decision was rendered on the 28th ult. by Judge Donohue in the suit of Brown vs. The Pennsylvania Railroad Company, the facts of which have already been published in the JOURNAL, sustaining the demurrer interposed by the defendant and dismissing plaintiff's complaint. The suit was brought by the plaintiff, who is a bondholder of the Columbus, Chicago and Indiana Central Railroad Company, to enforce a contract whereby the Pennsylvania Railroad Company guaranteed the payment of the bonds of the Columbus, Chicago and Indiana Central road, with interest. The Judge holds that the plaintiff individually, and in the absence of the parties to the contract and others interested therein, cannot maintain the action.

The Secretary of the Treasury has, in accordance with the act of March 3, 1877, advanced to the Treasurer of the United States the sum of \$250,814 31 for the payment of the interest due August 1 on the 3.65 bonds of the District of Columbia.

The Pullman Palace Car Company's quarterly dividend of \$2 per share, due August 15, will be paid as usual. Quarterly interest on the 8 per cent. bonds will also be paid at that date.

The Old Colony Railroad 7 per cent Bonds of 1877 mature August 1. A new loan of like amount, at 6 per cent., 20 years to run, has been negotiated.

The Atchison and Nebraska Railroad Company will pay, August 1, \$20 on each coupon due September 1, 1878.

Three hundred and fifty men are now employed in the construction of the Pembina branch of the Canadian Pacific Railroad, between Selkirk and St. Boniface, Manitoba.

The Arkansas Central Railroad, narrow gauge, was sold by United States Master in Chancery Nicolls on the 26th ult., at Helena, for \$40,000, to S. Honner, trustee.

The officers of the Freehold and New York Railroad Company, recently elected, are: President, John S. Schultze, Manchester, N. J.; Secretary, J. E. Ralph, Freehold, N. J.

Mt. Washington Railway.

The railway might have suggested Jules Verne's Journey to the Moon, and is such a miracle of engineering that it will be a pity if any visitor to the mountains misses a ride over it. The work of construction was begun in 1886, and was completed three years later. The route follows the Ammonoosuc Valley, and from the Fabyan House to the end of the friction rail is six and two-third miles. For two and a half miles the grade is two hundred and ninety feet to the mile, or one foot of perpendicular height to eighteen feet of horizontal distance. Besides the usual rails, there is a central rail of peculiar construction to receive the motive power, consisting of two bars of iron, with connecting cross pieces placed four inches apart. A central cog wheel on the locomotive plays into this rail, and secures a sure and steady mode of ascent and descent. The locomotive, as it first comes out of the engine house, has the appearance of being ready to fall over. The driving wheel is geared into a smaller wheel which connects directly with the crank, and four revolutions of the latter are required to make one of the driving wheel. The locomotive is not connected with the car, but simply pushes it up in the ascent, and allows it to follow gently in the descent. A wrought-iron dog constantly plays into notches on the driving wheel, so that should any part of the machinery give way, the train may be immediately stopped. The car is also supplied with friction and atmospheric brakes. The seats are placed at an angle that brings them almost on a level in the ascent, and all of them face down the mountain. The time occupied on the journey up is about an hour and a half, the engine having to stop several times on the way to take in water. The fare is three dollars up the mountain, three dollars down, or four dollars up and down on the same train.—W. H. Rideing, in "Harper's Magazine for August."

Economy in Lubricating Oils.

In the half-yearly accounts of most of our railway companies a very heavy item appears under the head of oils, tallow, &c., for lubricating purposes. On many of our leading lines a very expensive description of oil, say £35 or £40 a ton, or higher, is used for lubricating some of the rolling stock. Upon the railways in America and Canada much more economy is exercised under this head, the material known as "natural oil" being almost universally used. The cost of this oil, which is a natural product on the other side of the Atlantic, does not exceed more than about £20 a ton, and for lubricating purposes it is said to be quite as efficient as the more expensive oils. Now, at the present time, when economy in working our railways is a matter of such vital importance, it appears surprising that so obvious a saving as might be effected by the use of this "natural oil" has not been more generally adopted by railway companies.—*Herapath.*

Kings County Central Railroad.

Some months ago we noticed that the filing of the map for this road had been changed, and under the Presidency of Mr. J. Cordit Smith, assisted by Mr. E. B. Litchfield, very commendable progress is reported. The route of the road has been fixed upon from the Flatlands town line along the vicinity of 31st St., northward, running near the Holy Cross Cemetery and the County Buildings through Clove Road to the City line and westward to the Willink entrance of the Park, where the Case property has been secured for depot purposes. The land on the south side of Clarkson street, opposite the Clove road, and the

corner of the Almshouse grounds has been purchased for a depot. The gauge of the road will be the same as that of the Bay Ridge or Manhattan Beach road and they will have facilities for bringing coal and all building materials from Bay Ridge to Flatbush at a much lower rate than they have ever been brought before. In this connection we would suggest that Malbone Street ought to be made a railroad street, as it is already so occupied; therefore we would suggest that this company try and obtain its use, and perhaps by inducing P. H. Reid to join them, his Canarsie branch could be brought along the same track. The work on this Central road is, we are told, to be commenced soon with a view of having it in running order this fall. Mr. Corbin has engaged to build and operate it as soon as the right of way is perfected, and we look for rapid progress after the work is once begun.—*King's Co. Gazette.*

Commerce of the United States.

The value of the exports from the United States during the month of June, 1877, as compiled by the Bureau of Statistics at Washington, was \$42,757,703, against \$46,036,238 in June, 1876. The value of the imports in June, 1877, was \$47,383,312, and in June, 1876, \$33,931,751. In the year 1876 the exports exceeded the imports by \$12,104,487, and in 1877 the relative quantities were reversed, the excess of imports being \$4,625,009. This apparent change in the condition of the commerce of the country is attributable to two principal causes, first, the imports during the past month were larger than those of last year, owing to the fact that many merchants delayed their orders for goods until actually needed by their trade, and second, the partial failure of the wheat crop last year, principally on the Pacific slope, caused a large falling off in the exports generally sent forward at this season. The exports for twelve months ending 30th June, 1877, were \$602,333,001, against \$540,384,671 during the previous twelve months. The imports for the year ending 30th June, 1877, amounted to \$450,419,552, against \$460,741,190 during the previous twelve months. The excess of exports over imports during the year just passed was \$151,913,452, and the excess in the previous year was \$79,643,481, showing an increase in the balance of trade in favor of the United States of \$72,269,971.

What Railroads Cost.

In connection with the existing troubles and the great destruction of railroad property, the following statement of the cost of the roads leading out of Pittsburgh and their equipment will be of some interest. It is taken from the report of the State Secretary of Internal Affairs just issued:

Allegheny Valley.....	\$23,963,025 66
Chartiers Valley.....	1,131,033 11
Cleveland and Pittsburgh.....	16,313,252 06
Erie and Pittsburgh.....	5,076,496 59
Pennsylvania.....	56,518,478 57
Pittsburg, Cincinnati and St. Louis.....	19,882,005 10
Pittsburgh and Connellsville.....	12,489,369 48
Pittsburgh, Ft. Wayne and Chicago.....	29,581,900 73
Pittsburgh, Virginia and Charleston.....	1,331,444 18
Western Pennsylvania.....	3,986,211 00

Pneumatic Railway.

A few years ago there was a probability that New York city would be provided with a pneumatic railway upon a very extensive scale. From some cause or other the project seems to have been abandoned. But a railway upon exactly the same principle is to be constructed in London, between the South Kensington Railway Station and the Albert Hall, under apparently severe

difficulties than could be encountered along Broadway in this city. The grade in the London route is about 1 in 48. It is expected that two engines of 170 horse power will, acting upon a blower, push a train of six carriages containing 200 passengers through a brick built tunnel of 105.5 square feet in cross section at a speed of 20 miles an hour. If this enterprise proves a success, it will have a most important bearing upon the vexed problem of rapid transit in cities.

Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 27th ult. issued the fifty-third call for the redemption of five-twenty bonds of 1865—known as five-twenty bonds of the act of March 3, 1865, (consols of 1865.) The call is for \$10,000,000, of which \$7,000,000 are coupons and \$3,000,000 registered bonds. The principal and accrued interest will be paid at the Treasury of the United States in the city of Washington on and after the 27th of October, 1877, and interest will cease on that day. The bonds designated are as follows:

Coupon bonds—Dated July 1, 1865, namely: \$50, No. 30,001 to No. 40,000, both inclusive; \$100, No. 52,001 to No. 66,000, both inclusive; \$500, No. 42,001 to No. 50,000, both inclusive; \$1,000, No. 75,001 to No. 85,000, both inclusive.

Registered bonds—Redeemable at the pleasure of the United States, after the 1st day of July, 1870: \$50, No. 1,151 to No. 1,400, both inclusive; \$100, No. 10,501 to No. 11,900, both inclusive; \$500, No. 7,201 to No. 7,750, both inclusive; \$1,000, No. 23,001 to No. 25,100, both inclusive; \$5,000, No. 6,701 to No. 7,300, both inclusive; \$10,000, No. 7,881 to No. 11,750, both inclusive.

The amount outstanding included in the numbers above is \$10,000,000. All United States bonds forwarded for redemption should be addressed to the "Loan Division, Secretary's Office," and all registered bonds should be assigned to "The Secretary of the Treasury for redemption." Where parties desire checks in payment for registered bonds drawn to order of any one but the payee, they should assign them to the Secretary of the Treasury for redemption on account of the owner or owners.

The called bonds are due in the following order: On the 5th of August \$10,114,550; 21st August \$10,000,000; 28th August \$10,000,000; 11th September \$15,000,000; 5th October \$10,000,000; 16th October \$10,000,000; 19th October \$10,000,000 and 27th October \$10,000,000—total, \$85,114,550. The called bonds due on the 5th of August include the last of the old 1865s. The other calls are for the new 1865s.

Mineral Discoveries in New Hampshire.

The recent discoveries of gold and other valuable minerals in large deposits at Milan, N. H., has drawn thither numbers of miners and speculators. The gold vein, which is about a hundred miles from Portland, on the line of the Grand Trunk Railroad, was discovered by a Mr. Fogg, on a farm he had owned for twenty years. A despatch from Milan says:

The vein is over eighteen feet in width, with well defined walls, running northeast and southwest, and extending for over a mile. The lode contains copper and lead, carrying gold and silver very rich, the ore being clean and solid from wall to wall. A blast put in a few days ago and throwing ten tons assayed as high as \$250 and \$260 per ton, fifty per cent of the mineral product being copper, twenty per cent each of gold and lead and ten per cent of silver.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	July '77 34	Little Miami*.....50	5,871,450	quarterly	June '77 2	Vermont and Mass.....100	2,200,000	A. & O.	Apr. '77 2
Atlanta and West Point.....100	1,232,200	J. & J.	July '75 8	Little Schuylkill*.....50	2,648,100	J. & J.	July '77 34	Ware River.....100	750,000	J. & J.	July '77 8
Atlantic and Gulf.....100	3,693,200	J. & J.	Nov. '73 34	Long Island.....50	3,000,000	M. & S.	May '73 10	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '77 8
Atlantic and St. Law*.....100	788,476	M. & S.	Nov. '73 34	Louisv. Cin. and Lex*.....100	1,623,483	J. & J.	July '69 8	Warwick Valley.....100	225,000	A. & O.	July '72 2
Avon, Genesee & Mt. M*.....100	2,000,000	M. & S.	Jan. '75 5	Louisville & Nashville.....100	8,033,219	F. & A.	Aug. '77 14	Westchester & Phil. pref. 100	821,300	J. & J.	July '77 2
Baltimore and Ohio.....100	13,151,962	M. & N.	May '77 5	Louisv. N. Alb. & Ohl*.....100	3,000,000	J. & D.	Dec. '70 8	West Jersey.....100	1,589,750	F. & A.	Feb. '77 2
Washington Br.....100	1,650,000	A. & O.	Apr. '75 5	Lowell and Andover.....100	500,000	J. & J.	July '77 34	Winchester & Potomac*.....100	180,000	J. & J.	July '77 2
Berkshire*.....50	320,500	quarterly	Apr. '77 12	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '77 3	Winchester & Strasburg.....100	500,000	J. & J.	July '77 8
Blossburg & Corning*.....50	250,000	J. & D.	Dec. '72 24	Lykens Valley.....100	600,000	F. & M. A. N.	Aug. '75 24	Worcester and Nashua.....100	1,789,800	J. & J.	July '76 2
Boston and Albany.....100	2,000,000	M. & N.	May '77 4	Macon and Western.....100	2,500,000	J. & J.	July '73 5				
Bos., Cin. & Pithb. pref. 100	1,172,600	J. & D.	June '76 3	Manchester and Law.....100	1,000,000	M. & N.	May '77 5				
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marquette & Cincinnati*.....100	1,408,912	M. & S.	Sep. '66 34	Albany City.....100	110,300	J. & J.	July '77 2
Bost. Conc. & Mont. pref. 100	800,000	M. & N.	Jan. '77 3	" " 2d pref. 50	8,130,719	M. & S.	Sep. '66 34	Baltimore City.....25	1,000,000	J. A. J. O.	July '77 2
Boston and Lowell.....100	3,200,000	J. & J.	Jan. '75 3	Massachusetts*.....100	4,460,368	F. & A.	Feb. '75 3	Balt., Cal. & El. City.....100	110,000	J. & J.	July '77 4
Boston and Maine.....100	6,921,274	M. & N.	May '77 2	Memphis & Charleston*.....100	400,000	F. & A.	Jan. '69 3	Boston and Chelsea.....100	2,100,000	J. & J.	Jan. '76 8
Boston and Providence.....100	131,700	J. & J.	July '77 34	Memphis Central.....100	18,733,204	J. & J.	Jan. '73 4	Broadway (Brooklyn).....100	200,000	J. & J.	Jan. '76 8
Attleborough Branch.....100	350,000	quarterly	Dec. '76 2	Mill Creek & Minehill*.....100	823,875	J. & J.	Jan. '77 5	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '76 8
Bost. Revere B. & Lynn.....100	950,000	F. & A.	Dec. '76 24	M. Hill & Schuyl. Hav.*.....50	8,866,460	J. & J.	July '77 34	Brooklyn City.....100	1,500,000	F. M. A. N.	Aug. '77 2
Buffalo, N. Y. and Erie*.....100	5,847,800	quarterly	Jan. '77 24	Morris and Essex*.....100	15,000,000	J. & J.	July '77 34	Brooklyn City & Newt.....100	600,000	J. & J.	July '77 2
Camden and Amboy*.....100	377,400	quarterly	Jan. '77 2	Mont. Carbon & Ft. Carbon.....100	282,350	J. & J.	July '77 6	Brooklyn and Jamaica.....100	488,100	J. & J.	July '77 2
Camden and Atlantic.....100	381,321	quarterly	Jan. '77 2	Nashua and Lowell.....100	800,000	M. & N.	May '77 2	Bushwick (Brooklyn).....100	802,000	J. & J.	July '77 2
Camden & Burl. Co.....100	447,000	J. & J.	July '77 3	Nashville and Decatur.....100	1,529,000	J. & O.	Dec. '76 3	Cambridge.....100	824,300	A. & O.	Apr. '77 4
Cape May and Millville.....100	447,000	J. & D.	Dec. '76 8	Nash, Chat. & St. Louis.....100	6,575,264	A. & O.	Jan. '77 14	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '77 2
Catawba & Fogelsv.....50	424,900	Novemb.	Nov. '71 6	Natunguon Valley.....100	1,918,400	J. & J.	Jan. '77 14	Citizens (Ph.).....50	500,000	J. & J.	Jan. '77 10
Catawba.....50	1,159,600	M. & N.	May '77 24	Newark and New York*.....100	1,000,000	M. & S.	Mar. '77 6	Citizens (Phg.).....50	200,000	M. & N.	Nov. '71 7
" pref. 50	2,200,000	M. & N.	May '77 24	Newark and Beaver Val. 50	1,800,000	J. & J.	Jan. '76 34	Coney Island & Brookl. 100	500,000	J. & J.	Aug. '75 2
" 2d pref. 50	1,000,000	M. & N.	Jan. '77 4	New Haven & Northamp. 100	605,000	quarterly	July '77 24	D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '75 2
Cayuga and Susq*.....100	589,110	J. & J.	Jan. '77 4	New Jersey*.....100	7,295,300	quarterly	Oct. '74 3	Eighth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '76 6
Cedar Rapids & Mo. R.* 100	6,850,400	F. M. A. N.	Aug. '77 1	New London Northern* 100	1,418,300	quarterly	July '77 24	Elizabeth and Newark.....100	200,000	J. & J.	May '76 6
Central of Georgia.....100	7,600,000	J. & D.	June '74 4	New York and Harlem.....100	89,428,330	quarterly	July '77 2	Frank & Southw. (Ph.) 50	748,000	M. & N.	May '76 6
Central of New Jersey.....100	20,600,000	quarterly	Aug. '75 24	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Frank & Southw. (Ph.) 50	491,750	J. & J.	July '76 8
Central Ohio.....50	2,425,000	J. & J.	July '77 1	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '77 6
" pref. 50	400,000	J. & J.	July '77 2	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Girard College (Ph.).....50	500,000	J. & J.	July '77 2
Central Pacific.....100	54,275,500	A. & O.	July '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Grand St. and Newton.....100	170,000	J. & J.	July '77 2
Chemung*.....100	380,000	quarterly	Jan. '77 14	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '77 14
Cheshire, preferred.....100	10,635,300	J. & J.	Jan. '77 14	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Haston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '76 14
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Highland.....100	290,000	M. & N.	May '77 14
Chicago and Burlington.....100	2,759,342	M. & S.	Mar. '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Chicago, Iowa & Nebras* 100	3,916,200	M. & S.	Mar. '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Lynn and Boston.....100	200,000	J. & J.	May '77 2
Chi., Mil. and St. Paul.....100	16,399,261	A. & O.	Oct. '76 34	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Malden and Melrose.....100	200,000	J. & J.	May '77 2
Chicago & N. Western.....100	12,274,483	A. & O.	Oct. '76 34	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Metropolitan (Boston).....100	1,500,000	J. & J.	July '77 4
Chicago & N. Western.....100	12,274,483	A. & O.	Oct. '76 34	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Middlesex (Boston).....100	400,000	M. & N.	May '77 2
Chicago & N. Western.....100	12,274,483	A. & O.	Oct. '76 34	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Ninth Avenue (N.Y.).....100	797,230	M. & N.	May '77 2
Chicago, B. I. & Pacific.....100	25,000,000	quarterly	Aug. '77 2	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Orange and Newark.....100	282,555	J. & J.	Jan. '77 2
Cin., Ham. & Dayton.....100	2,500,000	A. & O.	Apr. '73 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Philadelphia City.....100	750,000	J. & J.	Jan. '77 2
Cin., Sand. and Clev.*.....100	2,980,550	M. & N.	May '77 2	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Philadelphia and Darby.....100	200,000	J. & J.	July '77 14
Clev. Col. Cin. & Ind.....100	4,131,150	F. & A.	Feb. '76 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Phila. and Grey's Ferry.....100	254,775	J. & J.	July '77 14
Cleveland & Mahoning.....100	2,057,569	M. & N.	May '77 34	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Phg. Alleg. & Manchester.....100	200,000	M. & N.	Nov. '69 8
Cleveland & Pittsburgh.....100	11,236,150	J. & J.	June '77 14	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Second Avenue (N.Y.).....100	888,100	J. A. J. O.	Jan. '77 2
Columbus and Xenia*.....50	1,788,800	M. J. S. D.	June '77 2	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Second & Third St. (Ph.) 10	902,100	J. & J.	Oct. '76 3
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Oct. '76 3
Concord.....100	1,500,000	M. & N.	May '77 5	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Sixth Avenue (N.Y.).....100	750,000	M. & N.	Nov. '74 5
Concord and Ports.....100	2,100,000	F. & A.	Feb. '75 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Third Avenue (N.Y.).....100	1,170,000	F. M. A. N.	Feb. '76 24
Conn. & Passump. Riv. I. 0	2,100,000	F. & A.	Feb. '75 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	34th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '77 24
Connecticut River.....100	2,100,000	F. & A.	Feb. '75 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	23d street (N.Y.).....100	600,000	J. & J.	Jan. '76 4
Cumberland Valley.....100	1,924,950	J. A. J. O.	Apr. '77 24	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Somerville (Boston).....100	98,000	M. & N.	May '77 3
" 1st pref. 50	243,900	A. & O.	Apr. '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	South Boston.....100	450,000	quarterly	July '77 2
" 2d pref. 50	600,000	A. & O.	Apr. '77 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Union (Boston).....100	374,800	J. & J.	July '77 14
Danbury and Newtals.....100	1,230,950	J. & J.	July '76 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	Union (Phila.).....100	400,000	J. & J.	July '77 14
Delaware*.....100	2,500,000	quarterly	July '76 24	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4	West Philadelphia.....100	400,000	J. & J.	July '77 10
Del., Lackaw. & West.....100	2,500,000	quarterly	July '76 24	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Detroit & Milwaukee.....100	2,000,000	J. & D.	Dec. '69 7	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Dubuque & Sioux City*.....100	5,000,000	A. & O.	Apr. '77 14	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
East Pennsylvania*.....50	1,400,200	J. & J.	July '77 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
East Mahoning.....100	392,950	J. & J.	July '77 2	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
East Tenn., Va. & Ga.....100	1,968,274	A. & O.	Apr. '76 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Eastern (N. H.).....100	492,500	F. & A.	Aug. '74 24	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Kimira, Jett & Canand*.....100	600,000	M. & N.	May '77 24	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Kimira & Williamsport.....100	500,000	J. & J.	Jan. '77 34	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Erie Railway.....100	78,000,000	Oct. '73 1	Oct. '73 1	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
" pref. 100	5,836,910	quarterly	May '77 14	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Erie and Pittsburgh*.....100	1,090,250	J. & J.	July '73 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Fitchburg.....100	4,000,000	J. & J.	Jan. '77 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Georgia.....100	4,200,000	J. & J.	Jan. '77 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Granite Railway.....100	250,000	J. & J.	Jan. '77 3	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Great Western, (Ca.).....100	19,237,404	F. & A.	Apr. '76 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Apr. '76 4	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
" pref. 100	5,978,324	Annual.	Aug. '70 7	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				
Hanover Branch, (Pa.).....50	116,850	M. & N.	May '75 5	N. Y., N. H. & Harl. pref. 100	1,500,000	J. & J.	July '77 4				

Midwout, Amersfort and Coney Island R. R.

Some time since we advised our readers that a project was on foot by which the people of Flatlands would obtain rapid transit through our village, via Nostrand avenue cars. We learn that all necessary steps have been taken to ensure the building of the road, which is to be called The Midwout, Amersfort and Coney Island R. R. Co. Mr. Wm. R. Grace is President, Chas. Flint Secretary and Treasurer, Winchester Britton Counsel, and Charles Crooke, Engineer. Ample capital has been subscribed. We are now authorized to say, that they intend to have trains running if possible this fall as far as Flatlands, and the road to Coney Island finished by spring. They have purchased the Johnson Lake property, corner of Malbone St. and Flatbush ave., directly opposite the Park Entrance, on which they intend to erect commodious buildings. The trains will leave the rear of this property on Sullivan street, running thence to Clove Road, past the County Buildings and the Holy Cross cemetery to Flatlands village, thence southwesterly to Sheepshead Bay and Coney Island. We have been told by Mr. J. L. Bergen, who is negotiating for the right of way, that he has met very little opposition; with an exceptional case he has settled on price and location of route between Hendrickson's store in the town of Flatlands, and Vernon ave. in the town of Flatbush. When this road is opened Flatlands, from being an isolated village, will be within twenty minutes of the City Hall. The other roads have cleared Sheepshead Bay, while this road runs the whole length of the village, thence to Coney Island between Corbin's City of the Sea and the Judges road. We have had this route in our mind's eye not only, but have suggested it to others as being not only a summer route but a winter route also. —Flatbush Gazette.

Railroad Competition.

One of the causes which have compelled the through railroad lines between the seaboard and the Western grain and provision centres to cut down the wages of employees and reduce running expenses to the lowest possible figure, is that they have been doing the through transportation at a great loss. The manager of the Grand Trunk Railway reports to the stockholders that that corporation has lost \$4,750,000 in two and a quarter years of railroad competition, and it is estimated that the competing railroads of the United States have lost \$47,000,000 during the same period from the same policy. It has been remarked that this competition which has so materially reduced the cost of grain transportation was in the interest of the consumer. This may be partly true; but in time the loss attending such transportation will be distributed throughout the country. The stockholders will feel it first, the bondholders and the employees next, while the many industries depending upon the keeping up of the railroad lines will feel a depression resulting from the enforced neglect of companies to keep up their efficiency. We doubt if the competition has been of great advantage to anybody. The war of the railroad managers has produced an uncertainty as to rates, which has undoubtedly had an influence to disturb the business of the shipper. In fact, margins are now so narrow that any element of uncertainty seriously affects business. Consequently it would be better for all concerned that the railroad companies should unite upon a tariff between the ports of shipment and the West which would afford them a moderate remuneration, and at the same time be so stable as to remove from transportation the element of uncertainty which in the past two years must have been a source of perplexity to shippers. Moreover, to a certain extent, local business on these lines doing a losing through business must be over-taxed to make up the deficiency, so that on the whole, the loss resulting from the competition of the through lines

is pretty evenly distributed among all classes and sections. —Boston Journal.

Costa Rica Railroad.

A dispatch to the Panama Star and Herald dated Limon, June 17, 1877, says:

In railroad matters nothing new has transpired. The road is now in thoroughly good repair, and various travelers have come down from the Capital in two clear days. So far as can be judged, the present administration seems determined to persevere in the proposed new route from Pacuare to San Jose, via Santa Clara Plains. This change will entail considerable extra expenditure and no inconsiderable engineering difficulties, besides leaving Cartago "out in the cold." On the other hand it will open out a large expanse of country which is pronounced by all who have traversed it to be fertile beyond almost any district of Costa Rica, well watered, and capable of being cleared for cultivation at little cost or trouble.

The work on the railroad from San Jose de Guatemala to Escuintla will commence in three months under the direction of Don Guillio Nanne, with whom are associated Captain A. T. Douglas and two or three of the leading capitalists of Costa Rica.

The hearing on the petition of the Central Vermont trustees and receivers to sell, etc., closed before the Supreme Court at St. Albans on the 28th ult. The decision of Judge Barrett will be announced hereafter.

The work of track laying on the Dayton and Southeastern road has been resumed south of Washington, and is rapidly progressing toward Chillicothe.

A branch road is projected to connect Wilmington, Clinton county, with the Marietta and Cincinnati railroad.

**John Hartrick & Co.,
ENGINEERS AND MACHINISTS,
MANUFACTURERS OF**

**ENGINES, SHAPING, PULLEYS, HANGERS, ETC.,
47 Gold Street, New York.**

Jobbing promptly attended to.

BALL'S PATENT TELESCOPE JACK.



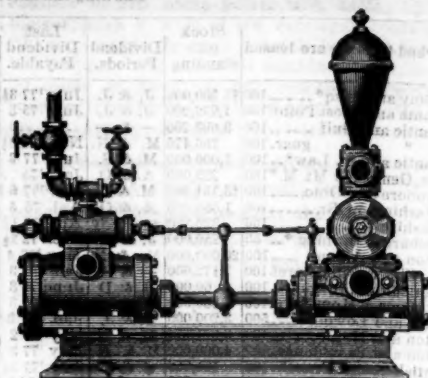
ALBERT BRIDGES,
MANUFACTURER AND DEALER IN

Railway and Mining Supplies, and Machinery
No. 46 CORTLANDT STREET,
New York.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

STEAM PUMPS.



IMPROVED NIAGARA STEAM PUMP.

Marine Steam Engines. Stationary Steam Engines
Marine and Stationary Boilers. Hydraulic Elevators
for Buildings. Pulleys, Shafting and Hangers a specialty.

NORMAN HUBBARD,

93 to 97 Pearl St., Brooklyn, N. Y.

**LENG & OGDEN,
IRON & STEEL
MERCHANTS,**

**4 Fletcher and 212 Pearl Streets,
NEW YORK.**

GENERAL AGENTS FOR

Lansdell & Leng's Lever and Cam Valves, for water, steam, gas, etc.
The Steam Water Station Company's Lansdell's Patent Steam Syphon Pumps.
Credenda Steel Gun Barrels, Moulds, etc.
Patent Weldless Cold Drawn Steel Tube Company.
Marsh Brothers & Co.'s Cast Steel, German Steel, Machinery Steel, Files, etc.

SECOND-HAND MACHINERY.

For Sale.

The Machinery in the works of the UTICA STEAM ENGINE CO., comprising Large Face Plate Lathe, Engine lathes, large and small, 20 ft. x 4 ft. Planer, Slotter, Shaper, Lathe, Universal Drills, Bolt Cutter, Fans, Upright Drills, Cranes, Duggeon Steam Hammer, Steam Fire Pump, Hose, Platform scales, Pulleys, one 40 H. P. Locomotive Boiler, two 50 H. P. and one 25 H. P. Tubular Boilers, one 36 in. by 16 ft. Cylinder Boiler, &c., &c.
For Catalogue and Price List, address,
JAMES F. MANN, UTICA, N. Y.

**Standard and Narrow Gauge
IRON AND STEEL RAILS,
All Weights and Patterns.**

RAILS FOR HORSE RAILWAYS

All Weights and Patterns in Stock.

Locomotives & Rolling Stock.

BONDS AND LOANS NEGOTIATED.

DANA & CO.,

20 Nassau St., N. Y.

**A. WHITNEY & SONS,
CAR WHEEL WORKS,
Callowhill and Sixteenth Sts.,**

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.
WHEELS and AXLES FITTED COMPLETE.

THE CHAMPION AIR PISTOL.

For Target Practice Amusement and Shooting Small Game.

Shoots darts or slugs 50 feet with accuracy.

Can be loaded by anybody with safety and ease.

Recommended by General SHERMAN; also by J. F. LYNCH, Esq., of the Australian Rifle Team.

PRICES.

Black.....\$5 00. Nickel Plated.....\$6 00.
Nickel Plated Rosewood Handle.....7 00.

Each pistol is put up in a neat box with a skeleton gun stock, 6 Darts, 100 Slugs, 6 Targets, a Ramrod, Claw and Wrench.

Sent by Express C. O. D., or by mail at the risk of parties ordering, on receipt of price, and 40 cents additional for postage.

POPE MANUFACTURING CO.,
45 High St., Boston, Mass.

THE PHOENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.

DECK BEAMS, CHANNEL, ANGLE AND T BARS

curved to template, largely used in the construction of
Iron Vessels.

Patent Wrought Iron Columns, Weldless Eye Bars,

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.

Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.

Plans and Specifications furnished. Address
SAMUEL J. REEVES, President.

ESTABLISHED, 1821.

MORRIS, TASKER & CO., Limited.

PASCAL IRON WORKS,
PHILADELPHIA.

DELAWARE IRON CO.,
NEW CASTLE, DELAWARE.

Office 209 SOUTH THIRD Street, Philadelphia.
Office and Warehouse, No. 15 GOLD St., New York.
Office and Warehouse, No. 38 OLIVER St., Boston.

Manufacturers of Wrought Iron Welded Tubes, plain,
galvanized and rubber coated, for gas, steam and water.

Lap-Welded Charcoal Iron Boiler Tubes.

Oil Well Tubing and Casing.

Gas and Steam Fittings, Brass Valves and Cocks.

Gas and Steam Fitters' Tools.

Cast Iron Gas and Water Pipe.

Street Lamp Posts and Lanterns.

Improved Coal Gas Apparatus.

Improved Sugar Machinery, &c.

We would call special attention to our
Patent Vulcanized Rubber-coated
Tube.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of
Freight Cars to order.

Narrow Gauge Freight and Passenger Cars

having received their special attention, they are prepared
receive orders and to deliver promptly.

Circulars sent on application.

RICHARD DUDGEON,

No. 24 Columbia St., New-York,

Maker and Patentee of



HYDRAULIC JACKS

and
PUNCHES,

Roller Tube Expanders
and Direct-Acting

STEAM HAMMERS.

Communications by
letter will receive
prompt attention.

Jacks for Pressing
on Car Wheels or
Crank Pins,
MADE TO ORDER.

Jersey City Steel Works.

JAS. R. THOMPSON & CO..

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS.

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-
net, Rifle, and Pistol, made to order.

JAS. R. THOMPSON.

J. H. GAUTHIER.

B. MILLINGSWORTH.

J. C. G.

H. DICKINSON.

RIEHLE BROS.

SCALES AND TESTING MACHINES

Highest Centennial Award.

Office and Works, 9th st. above Master, Philadelphia.
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.
New York Store, 93 Liberty st.

Scales for Railroads, Elevators and Wharves.

Scales for Furnaces, Rolling Mills, Mines, etc.

Testing Machines adopted by U. S. Government

Trucks for Depots, Warehouses, etc.

PATENTS SECURED. Also Trade
Marks, Designs, Registration, Passports, &c.
Fees after allowance is obtained.

Call on or address

HENRY GERNER,

Patent Right Gazette Patent Agency,
24 Barclay street (P. O. Box 4544), New York.

TAUNTON LOCOMOTIVE MANUFACTURING COMPANY, TAUNTON, MASS.,

HAVING large facilities, and having had a long expe-
rience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer

P. I. PERRIN, Sup't.

THE ROGERS Locomotive & Machine WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to fur-
nish promptly of the best and most approved de-
scription, either

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

R. S. HUGHES, Treasurer,

44 Exchange Place, New York.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-
pared to contract to deliver best quality American
or Welsh, Steel or Iron Rails, and of any required
weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,

23 Nassau Street,

NEW YORK.

FULLER, LORD & CO.,

Machine-Forged Nuts,

BOLTS & NUTS,

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

NEW-YORK.

FINANCIAL.

ALEX. FROTHINGHAM & CO. BANKERS AND
Brokers, No. 12 Wall st., make for customers de-
sirable investments of large or small amounts in stocks
of a legitimate character, which frequently pay from
five to twenty times the amount invested every thirty
days.

Reliable stock privileges negotiated at favorable
rates. Stocks bought and carried as long as desired
on deposit of three to five per cent. Circulars and
weekly reports sent

BOOKS AND MAGAZINES.

Williams' Tourists' Guide and Map of the San Juan Mines of Colorado. And Williams' Tourists' Map of Colorado, and routes to San Juan Mines. The Health and Pleasure Resorts of the Rocky Mountains. New York: Henry T. Williams, Publisher, 46 Beekman St.

The publishers have furnished tourists with valuable guides that will be highly appreciated by those who have in contemplation a trip to Colorado. The elevation of every mountain peak, pass and lake in the State, every road and trail, county boundaries, cities, towns, Post offices, &c., &c., are all given. Sketches of the country of "San Juan" and many other places are interspersed with anecdotes and incidents, which render the "Guide" a very pleasant travelling companion. To these are added miscellaneous information respecting the prices paid for ores; Assay value of ores; prices of transportation; miners' outfit; mining tools; the composition of ores containing minerals; tables of distances; cost of travelling and living in San Juan country; U. S. Laws concerning Mining; and Mining Laws of the State of Colorado.

The Coal Trade.

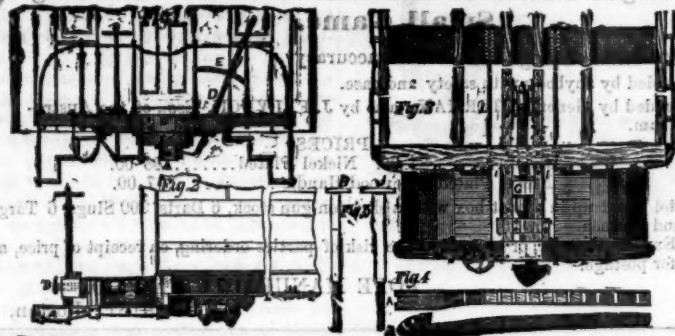
For the week ending the 21st instant, the total tonnage, as reported by the several carrying companies, amounted to 477,055 tons, against 199,421 tons in corresponding week last year, an increase of 277,634 tons. The total amount of anthracite mined for the coal year is 11,187,282 tons, against 8,461,598 for same period last year, an increase of 2,675,684 tons. The quantity of bituminous coal sent to market for the week cannot be stated, the strike last week interfering with reports from the Cumberland region. The total tonnage of all kinds of coal for the coal year we make up by adding the anthracite tonnage for the week ending 21st inst, whilst estimating the bituminous tonnage as it was the case of the previous week. The total tonnage for the coal year is 12,815,249 tons, against 10,103,975 to same date last year, an increase of 2,711,274 tons. The receipts at Perth Amboy for the week ending on the 21st instant were 26,119 tons, the shipments 30,831 tons, leaving a stock on hand of 128,894 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week in July was 79,970 tons of which 66,235 tons were coal, and 13,735 tons coke. The total carried for the year is 2,651,988 tons, of which 2,028,347 tons were coal and 478,964 tons coke. These figures embrace all the coal carried over the road, east and west. The coal tonnage of the Reading Railroad Company during the week ending on Saturday, July 28, was about 135,000 tons, of which 50,000 tons went to Port Richmond, whilst there were 52,000 tons shipped from Port Richmond. All the collieries of the Reading Coal and Iron Company are working full time.—*Phila. Ledger, July 30.*

A conference was held in Bangor, Me., on the 18th ult. between the Lake Megantic, Bangor and Piscataquis, the St. Croix and Penobscot Railroads and prominent citizens, with the view to united measures for extending the Lake Megantic route across Maine as a direct route between Montreal and the maritime provinces. The conference was quite satisfactory, and the parties believe it will result in practical measures for pushing the enterprise.

The New Zealand Government has ordered surveys to be made for a railway between the Thames and the Waikato. The new line is expected to be one of the most successful railways in New Zealand.

MILLER'S TRUSSED PLATFORMS, COMPRESSION BUFFERS & AUTOMATIC COUPLERS FOR RAILROAD PASSENGER CARS.

Send for Illustrated Pamphlet.



and call and see working Models.

OFFICE: 6 Park Place, New York.

E. MILLER, Patentee.

CORYDON WINCH, Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

MISFIT CARPETS.

English Brussels, Three-Ply and Ingrain, also, Stair Carpets, Velvet Rugs, Crumb Cloths, Oil Cloths, etc., very cheap at the Old Place,
112 FULTON STREET, NEW YORK.

Carpets carefully packed and sent to any part of the United States free of charge.

Send for Explanatory Circular. J. A. BENDALL.

**EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.**

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

**PATENTS.
T. D. STETSON,
Solicitor of American and Foreign Patents.**

23 Murray Street, New York,

(Near New Post Office.)

Send for circular.

**R. Stuart Willis,
ATTORNEY & COUNSELOR AT LAW.
NOTARY PUBLIC.
241 Broadway, New York.**

Special attention paid to Railroad, Mining and Manufacturing Interests.

OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS, SPLENDID LIGHT & VENTILATION, SUITABLE FOR

Banks, Bankers, Brokers, Merchants, Lawyers, Railway, Insurance, and other Companies, IN BUILDINGS

38-39, 40, 42, 57, 64, 66, 69, 71, 73, 78 and 80

BROADWAY

Nos. 5, 7, 17, 19, 34, 36, 49 and 53 NEW ST.,

Nos. 17, 19, 21 and 38 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE.

ALL NEAR WALL STREET.

And No. 4 WALL STREET.

APPLY AT THE OFFICE OF

**EDWARD MATTHEWS,
No. 71 Broadway.**

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

**Lobdell Car Wheel Co.,
Wilmington, Del.**